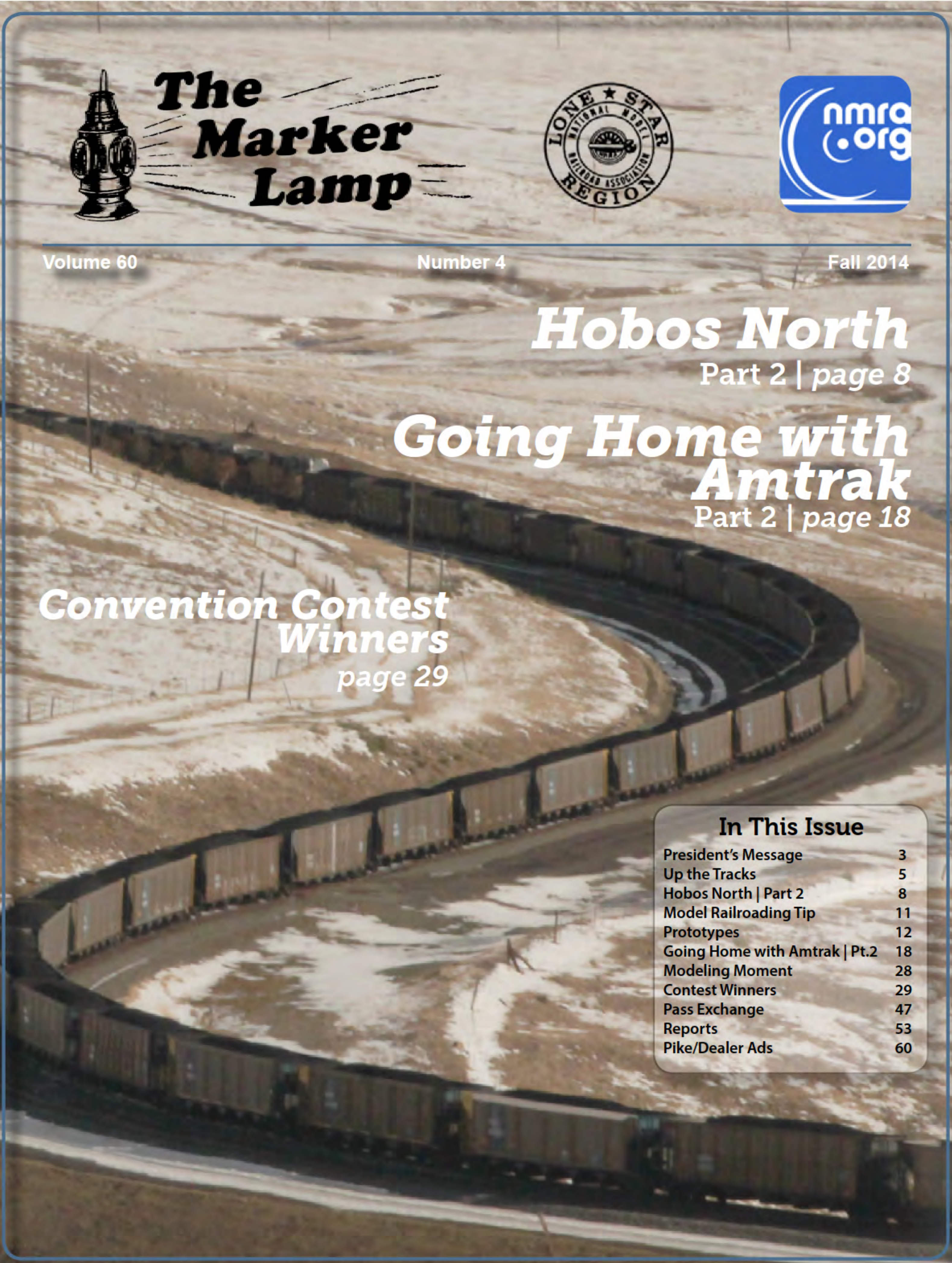
The Marker Lamp

Volume 60 Number 4 Fall 2014



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The Marker Lamp

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National Model Railroad Association

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-rls@sbcglobal.net

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by
Gert "Speed" Muller

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President's Message

by Steve Barkley, MMR

Fall is in the air. The high temperatures here in Southeast Texas are no longer in the 90's. Train shows are scheduled all through our Region for this time of the year. November is Model Railroad Month and many of us will have our home and club layouts open for display. It's a fun time to be a model railroader!

Elections are Coming

This year elections will be held to fill the positions of President, Vice President, Secretary, Treasurer, and Directors of Divisions 1, 3, 5, and 7 of the Lone Star Region. Blake Bogs is our Nominations Chair, and is actively looking for interested modelers to run for election to one of these positions. Blake is working hard to find candidates who want to be an LSR officer. Please support our region and volunteer to run for office.

If you are interested, please contact Blake at:

Blake Bogs
281-655-0177
superchief15@yahoo.com

To paraphrase Groucho Marx: "Take my job, please!"

New Division 8 Director

Leslie Bodak resigned as Director for Division 8. She brought enthusiasm and a love of trains to her position. She recruited for the LSR at Houston area train shows. She will be missed. Thank you Leslie, for all the good work you did for the LSR.

Jim Lemond volunteered to serve out Leslie's term. He was confirmed as Division 8 Director by a majority vote of the Board of Directors. He has also volunteered to help put together the web site for the 2015 convention to be held in Beaumont. Look for the website at www.LSR2015.com.

LEGO Trains

Be on the lookout for the spectacular LEGO Train Layout built by the Texas Brick Railroad group, or "TBRR" for short. They displayed their layout at the last LSR convention in Houston, the Galveston Railroad Museum Show October 4 & 5, and the Big Texas Train Show this past September at the Brown Convention Center in Houston among other venues.

Everything on the layout is built from LEGOs. The trains include passenger cars, gondolas, box cars, diesel engines, and steam engines including a powered 4-6-6-4 all built from LEGOs.

Are the models to scale? Probably not. Regardless at the recent Galveston Railroad Museum show the LEGO layout along with a large G Gauge layout attracted more attention from children and their parents than any of the traditional modular layouts that were present. What a great way to excite children about our favorite hobby!

2015 National Narrow Gauge Convention

The 2015 National Narrow Gauge Convention will be held September 2nd – 5th in Houston. Check out its web site: http://www.nngc-2015.com/ Division 8 of the Lone Star Region is sponsoring the convention. Division 8 is looking for volunteers to help with the convention. This will provide a great opportunity for you to meet and mingle with highly skilled modelers while you serve the hobby and Division 8. You will have fun!

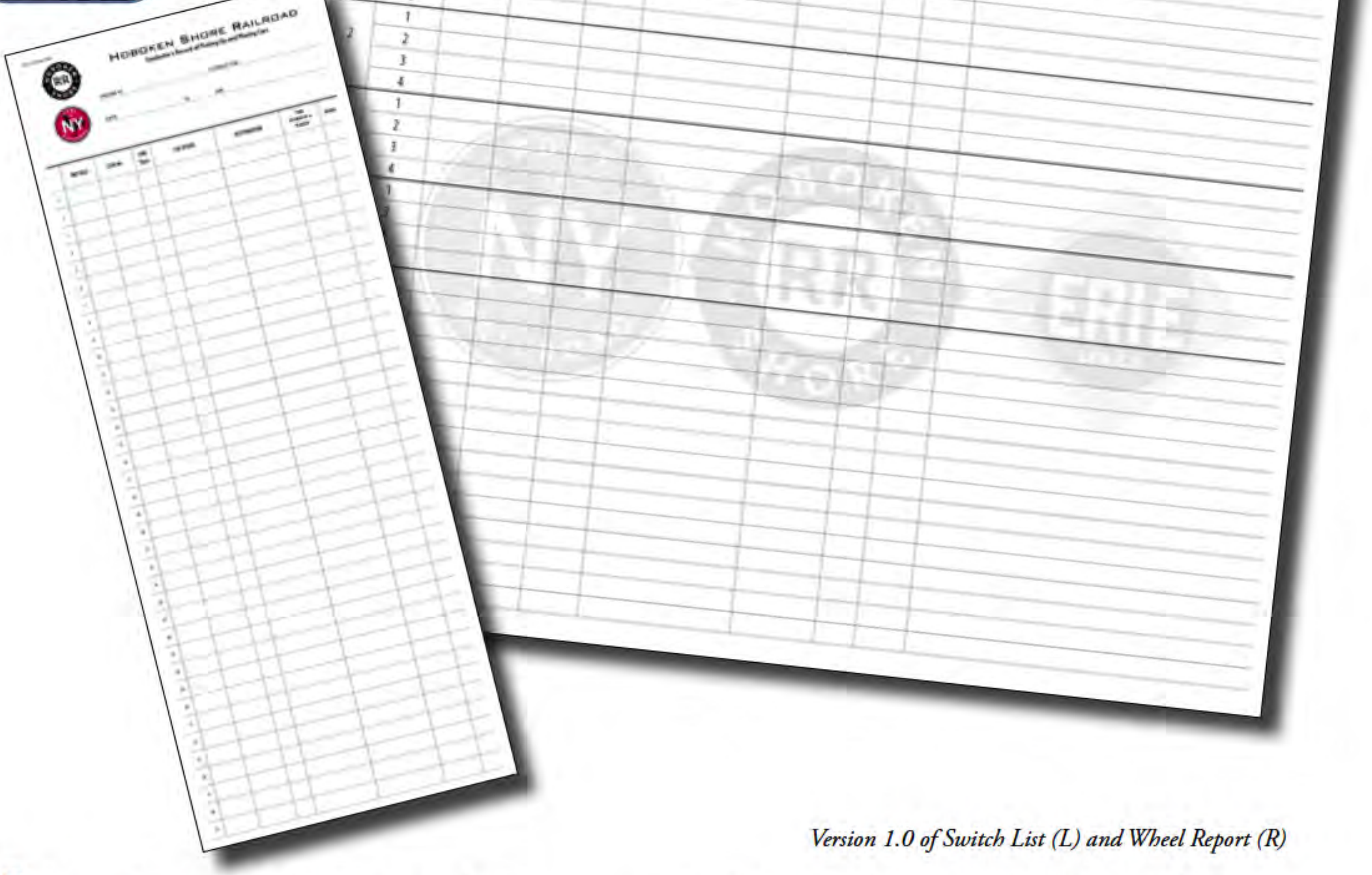
If you are interested, contact:
Chuck Lind, (979) 219-3305, chucklind46@gmail.com, or
Don Formanek, (281) 821-9876, Locogeared@gmail.com

Enjoy Model Railroad Month

Have a great November. Open your layout to visitors. Hold an operating session and invite your friends. Everyone will enjoy it! Run Thomas and his friends when children visit your layout. Keep your sense of humor. Remember, "Model Railroading is Fun!"

Railwaying

by Riley Triggs



HOBOKEN SHORE RAILROAD

Interchange Yard Wheel Report

TRACK	CAR	INITIALS	CAR No.	CAR Type	DESTINATION	CUT-OFF TIME	TO BE WEIGHED		INSPECTION NOTES
1	1								
	2								
	3								
	4								
2	1								
	2								
	3								
	4								

HOBOKEN SHORE RAILROAD

Version 1.0 of Switch List (L) and Wheel Report (R)

I am getting ready to put the layout through its operational paces, which means I am heavily into the railway modeling portion of the layout. My 'railwaying' is concentrated on producing the necessary aids to a successful and, hopefully, prototypical operating scheme, environment and recreation of the activities of my little terminal railroad.

I started with the humble switch list, since most of the layout is about serving the many industries on the Hoboken Shore's 9.45 miles of track along its 1.68 mile right of way.

I began by looking at several prototype switch lists to get a general idea of the different ways of organizing and labeling the columns and what they might be tracking. Location and destination are obvious starters, as well as a way to identify the cars. I incorporated the Erie term "Initials" to describe the alphabet of railroad abbreviations. A "Time Picked Up or Placed" slot is provided in case there are cut-off times that need to be made at the Float or Interchange Yard.

I also included a column for notes that lets a coded item be included. Codes are usually letters that describe particular events that may be noteworthy - for instance, an off-spotted car, a locked gate that prevented pick up, or perhaps a damaged shipment.

I learned a little more about my layout through the process of trying to figure out what needed to be on the forms and what didn't. It made me think about and project myself into an operating session as well as into history to find the appropriate way of organizing the work of the railroad.

In addition to being hugely helpful, it was good making the 'railwaying' part of the layout more real and functional with paper artifacts. It brings me that much closer to modeling the operations and character of the railroad, as well as recreating the feel and flow of working along the Hudson.

You might think about sprinkling some railway modeling in between your various model railroading activities. It is yet another way to engage and to learn about your model railroad.

In the meantime, please enjoy our large issue full of ideas and events to inspire some of that 'railwaying'.

Riley

rileytriggs@gmail.com
ponyrr.blogspot.com

Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me, or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Magazine and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net. Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Lone Star Region 64th Annual Convention (2015)
The Lone Star Region NMRA 64th Annual Convention will be held in Beaumont June 22 – 25, 2015.
Check the LSR website http://www.lonestarregion.com/content/convention-info
Come all!! PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division - Garland
The Trinity River Division meets on the Second Saturday of every month at the South Branch of the Garland Library. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson at JHoverson@tx.rr.com.

Alamo Model Railroad Engineers - San Antonio
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio, TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Houston Area Live Steamers
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White rick.white.jr@gmail.com for more information.

North Texas Council of Railroad Clubs – Irving
The North Texas Council of Railroad Clubs (NTC) meets the third Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

Texas Western Model Railroad Club
The Texas Western Model Railroad Club meets for its business meeting, every first Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX 76140. For more information: (682) 587-2092 or www.twmrc.org or email cao@twmrc.org.

EVENTS AND SHOWS

November

1st Lone Star Division/Train Collectors Association Train Show & Meet. Sat. 8:00 a.m. 1st Baptist Church Gym, 325 E. Pine, Ponchatoula, LA. For more information: contact Pat Halpin, (210) 661-4238 or pathalpin@aol.com

8th – 9th Ft. Worth Train Show. Sat. 10 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m. Adults $8, Children 12 and under Free. Amon Carter Exhibit Hall at the Will Rogers Coliseum, 3401 W Lancaster Ave., Fort Worth, TX. For more information, visit http://www.dfwtrainshows.com.

15th – 16th 6th Annual Fall Train Show. Sat. 10 a.m. to 5:00 p.m., Sun. 10 a.m. to 4:00 p.m. Adults $7 (18 – up), Children $2 (5 – 17). New Braunfels Civic Center, 375 S. Castell Ave., New Braunfels, TX. For more information call Jim Edmondson (830) 629-2071 or JEdmondson@satx.rr.com

January 2015

17th – 18th Dallas Area Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults $8, Children 12 and under Free. Plano Centre; 2000 East Spring Creek Parkway; Plano, TX. For more information, visit http://www.dfwtrainshows.com.

24th – 25th SAMRA 39th Annual Jamboree & Train Show. Sat. 9:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults $7, Children 16 and under Free (limit 3). Carmack Event Center; 1948 Austin Highway; San Antonio, TX. For more information, visit http://www.samratx.org/shows.html.

Please consider our deadlines for submitals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

February 2015

21st 2015 Greater Houston Train Show. Sat. 10:00 a.m. to 4:30 p.m. Stafford Centre, 10505 Cash Road, (corner of Murphy Road & Cash Road), Stafford, TX For more information, visit http://sanjac.leoslair.com/.

Please consider our deadlines for submittals to allow adequate lead time to correctly announce your event. Submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

We are light this month with our known events, so as a reminder, please let me know about events happening around our region. Also, please provide addresses for the event and send information early enough for us to provide real notice of the events. Please include any costs for attendance and provide clear, complete contact information in case people have questions.

Folks, if you want to increase attendance, you have to provide information that the attendees will NEED to plan their outings to YOUR EVENT! It truly is our goal to help you make your event a success! Contact me at bdr149@airmail.net.

Join the Lone Star Region
and the NMRA at nmra.org

NOW AVAILABLE!

Color

Pike and Dealer Ads

Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

- Do you have a herald for your railroad?
- Is there a unique feature?
- What is the name of your hotshot freight or crack passenger service?

Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Checks should be made out to:
LSR NMRA

Then send to:
Donna Orr
2625 Rolling Meadows Dr.
Rockwall, TX 75087

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

Hobos North

(Part 2)

by Richard Day

Route of
THE
Eagles

(continued from where we jumped off the train arriving in Little Rock from Longview, where we started)

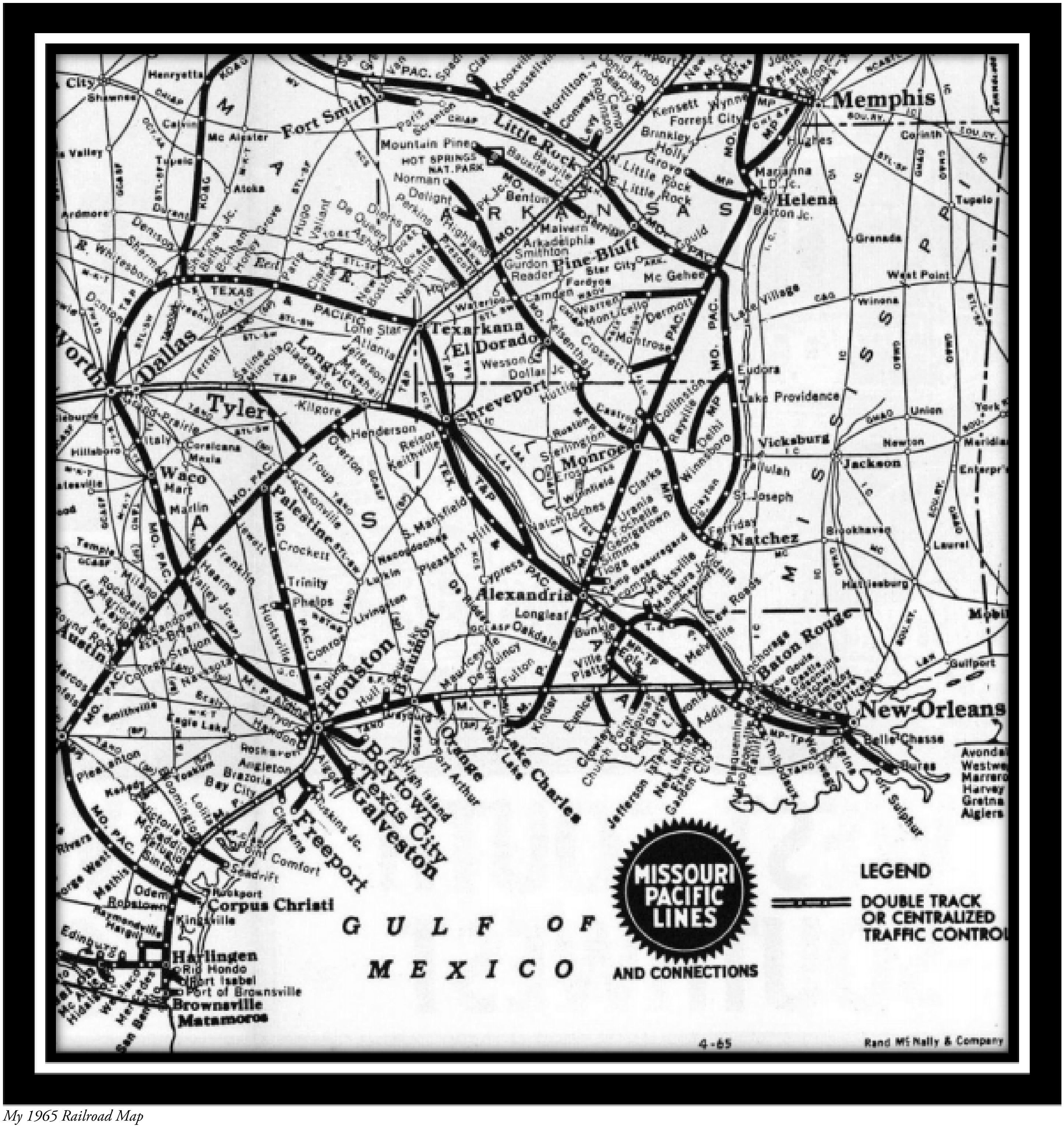
My watch shows 6:00am as we walk away from the tracks and down one of Little Rock's city streets. Within a short distance we spot a small diner that is doing a brisk business this early Saturday morning. Deciding that a good breakfast is in order, we make our way inside and take a table. Looking at the crowd confirms that this is a working man's eatery. Breakfast this morning is eggs, bacon, and toast, and it tastes really good after a long night of riding the rails. Realizing that traveling from Longview to Little Rock was an all-night task we decide that our ultimate goal of St. Louis is no longer an option. In fact we need to find a train going south and hope that by nightfall we arrive in Longview. Retracing our steps we head back to the tracks.

We are discussing how to locate a south bound train when we run into a figure sitting trackside in the shade of some bushes. From his place in the shade, Kingpin motions us over and asks where we are going. Being young and tough, Mack and I look at Kingpin who appears to us to be 70 years old and decide we can handle him. Explaining our need to go south Kingpin quickly tells us that there will soon be a south bound train headed our way and it will be moving slowly. We should be able to find an empty car and board easily. Our new hobo companion remarks that it is going to be a hot one today and asks if we have water for the trip. Shaking our heads no, Kingpin gets up and tells us to follow. A little further back in the bushes we find an area littered with trash and empty wine bottles. Selecting two bottles with screw caps Kingpin hands them to us and directs us over to a water hydrant. Here we wash out the bottles and fill them with water for our trip. It is fascinating what one can learn from older, more experienced folks.

With our newly acquired canteens in hand, we arrive trackside to see the headlight of a southbound train headed our way. After the locomotives pass, the three of us move into position to board. Loaded cars keep rolling by, and I am beginning to think we're not going to find an empty when Kingpin spots a box car with its doors open. We all begin running beside the car. Kingpin is the first to climb in, Mack follows him, and I am last to climb in. For those of you who have never been up close to a railroad box car, the door opening is four feet above the ground. There are no steps or handles around the door opening. To this day I don't know how I was able to run alongside the moving car, grab the door frame, and haul myself up and into the car. I don't want to consider the result if any of us had slipped and fallen on the rails.

My joy of successfully climbing aboard quickly turns sour as I discover the car has recently carried a load of raw sugar. In this era, railroads would staple heavy cardboard type paper half way up the door openings of box cars and then load loose bulk commodities such as grains, flour, and in our case raw sugar. I have never seen before nor since so many black flies in one location. Our return trip is not starting out well. All three of us are standing in the door trying to breathe without sucking flies down our throats. Looking forward I notice the train making a sharp right turn and now heading northwest. In planning this trip, one prudent thing I brought along with me is a small system map of the Missouri Pacific Railroad. Very quickly I study the map and discover our train is no longer headed south but is on the northwest line to Ft. Smith and eventually Kansas City. Pointing to the map I tell Mack we are in trouble and must get off now. Kingpin hears our discussion, looks out the door, and with several expletives confirms the route.

The train is beginning to pick up speed, so without further discussion I jump out of the car and make a stand-up exit by hitting the ground running. I watch as Mack and Kingpin continue to stand in the door as the car disappears around the bend. Suddenly, it hits me that I am now all alone and Mack and Kingpin are on their way to Kansas City. Running alongside the train around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4-65
Rand McNally & Company

My 1965 Railroad Map

the curve, I finally find Mack walking back toward me.

"What took you so long to jump?" I ask, and he replies that Kingpin said he was too old to jump and he was begging me to stay with him. Somewhat shaken by this unfortunate event we began walking back to the water hydrant to replace our canteens which were now on their way to Kansas City.

While filling our new canteens with water we encounter Night Traveler who, like Kingpin, tells us to expect a southbound train at any time. Night Traveler is headed north so very shortly he leaves Mack and me and heads toward the north end of the freight yards. We just get into a shady spot when the headlight of another south bound train approaches.

As before, we wait till the locomotives pass and then move into position to board. Coming toward us we see an open top car loaded with some earth moving equipment. Noting there is space among the equipment and convenient steps and ladders on the car end we decide to board this car.

Once aboard we intently keep our eyes forward to insure this train is going south and does not become a repeat Kansas City experience. Luck is with us as we pass the junction to Ft. Smith and Kansas City, cross the Arkansas River, and head south out of Little Rock toward Longview.

Throughout the heat of this summer's day we continue south through Malvern, Arkadelphia, Prescott, Hope, and into Texas at Texarkana. To avoid the sun's heat we seek shade by sliding underneath the earth moving equipment and lying on the car floor. At one point I glance over and see that Mack is using a chock block as a pillow and has somehow fallen asleep. I marvel at his ability to sleep while bouncing up and down against the dusty, rusty, steel car floor.

Somewhere south of Texarkana we stop on a side track to let other trains pass. An ice bunker refrigerator car is just ahead of us, and I can see water from the melting ice dripping from the car. With my empty canteen in hand I climb down and walk to the refrigerator car. Holding my wine bottle under the drip spout, the melting ice slowly begins to fill the bottle. Two short blasts of the locomotive horn interrupt the process, so I rush back to our car and get aboard just as the train begins moving. Sampling my new water supply I am surprised at its salty taste; it is not usable. After this trip, I learn that salt is normally added to ice bunker refrigerator cars to improve ice melt and cooling.

Between Texarkana and Marshall there are stretches where US highway 59 parallels the railroad. We take this opportunity to wave at the motorists traveling beside our train. More than once we see parents pointing us out to their children. No doubt these kids are being told all sorts of stories about the sad lives of hobos. I'm sure they don't realize we are simply college students enjoying a hobo experience. As we approach Marshall, I tell Mack that if the train stops for a crew change we need to get off because it most likely will not stop again in Longview. The good news is that we are going to be in Marshall before passenger train 27 arrives. So, if we have to get off in Marshall then we can buy a ticket and ride the last 20 miles to Longview in air conditioned comfort. If there is no stop in Marshall then hopefully the train will stop in Longview or at least slow enough for us to get off. Marshall comes and goes with no stops.

Seven miles from Longview, we pass through Hallsville and are now paralleling US highway 80. At this point we are becoming very concerned about what might happen at Longview. I speculate that since there was no crew change stop in Marshall one of two things will happen. Either the train will continue west past Longview to the next crew change point of Mineola or the train will take the junction south to go to Houston.

The first option will not allow us to get off as the train will remain at speed. The second option to Houston will allow us to get off because the train must proceed slowly through the junction. We hope for the latter.

Entering the outskirts of Longview, our eyes are focused on the front of the train to see which route is to be taken. As we crest the hill and head toward the Longview yard, the train begins slowing, and soon we spot the locomotives entering the junction. When our car reaches the end of the passenger platforms, I tell Mack it is time to get off as the speed will not get much slower. We both make a graceful exit onto the east end of the passenger platform and begin the walk to the station and my car.

Our hobo experience has ended, and now it is time to head home, get something to eat, and clean up. As we arrive at my house my Mom's face, which looked very worried Friday when I told her of our plan, now shines brightly. I tell her it was a great trip, but not one I will soon if ever repeat. After dinner we sleep for twelve hours.

Though the hobos were real, the names Sam, Kingpin, and Night Traveler are fictitious. As I recall Mack and I never learned their real names nor gave them ours. I have often thought that if I ever were back in Little Rock could I find that diner where we had breakfast. Most likely not, 49 years is a long time and many changes have taken place.

Model Railroading Tip

Liquid Nails lives up to its name - *a little more info*

A follow-up to last issue's tip by Howard Way

by James Peterson

LIQUID NAILS
Interior
PROJECTS
CONSTRUCTION ADHESIVE
CONSTRUCTION ADHESIVE

photo by Gert "Speed" Muller

Howard makes reference to my layout, the *GCSF Dallas District*, where we use Liquid Nails as the adhesive for both roadbed and track. They make several varieties of adhesive, so it's important to select the right one. The one we use is labeled "Liquid Nails Interior Projects Construction Adhesive, Greenguard Interior Air Quality Certified." The Universal Product Code (UPC) is 22078-55362-2.

The important characteristics are that it is water soluble and gives off virtually no odor, unlike the original Liquid Nails formula, which only should be used in a well ventilated area and which is almost impossible to clean up.

The environmentally friendly formula can be spread with a moist finger. Be sure to keep a damp cloth handy to wipe up before the adhesive starts to set. It takes a little practice to know how thick to spread it. If it's too thin, it will begin to lose tackiness before the track settles into place. If you spread it too thick, it fills in the gaps between ties, leaving no room for ballast. A rubber roller is a good tool for applying gentle pressure to help the track adhere.

One other trick we use on my layout is the way we attach feed wires. Most DCC manufacturers recommend that you solder a wire to every piece of rail. That makes for a lot of solder joints, which can be rather unsightly if not done well. We solder number 22 stranded wire to the bottom of the rail to keep it out of sight. We then temporarily fit the track in place, mark the location of the feeders, and drill holes for the wires.

The next step is to spread the adhesive quickly followed by pressing the track into place. The problem Howard encountered was caused by trimming back the insulation too far from the solder joint. As he noted, though, Liquid Nails loses most of it's electrical conductivity as it dries out.

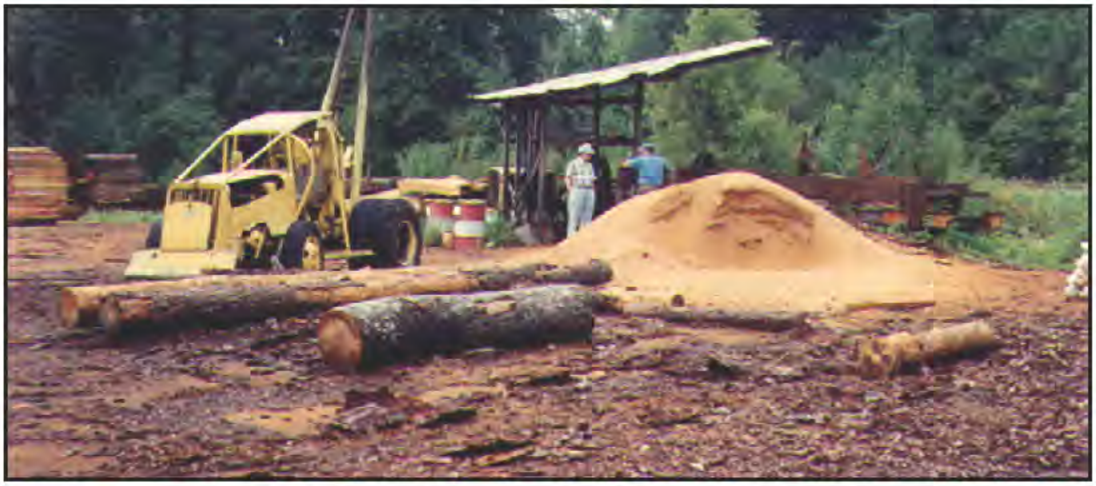
Hope this helps out.

Prototypes

There is a Prototype for Almost Everything

An unbelievable saw mill deep in the heart of East Texas

Text Bob Ellis
Photos by Bob Fisk



Often when someone sees a craftsman model they feel that it has been somewhat exaggerated for realism and nostalgic effect. However, occasionally we come upon a sight that helps us realize that there truly is a prototype for every model.

Recently, eighty miles northeast of Houston, Texas on U.S. Highway 59 in a community called Fish Branch, which almost coincides with another very small Texas community, inappropriately named Urbana, we came across an unbelievable lumber industry scene. It was right on the highway and just a half mile from the Trinity River Bridge. We had previously noted it when passing at highway speed, but on those occasions it seemed we were past it before we realized what might have been there to see. However, on this day, my friend Bob Fisk with his trusty camera was with me, and we were looking for the site.

We exited from the main divided highway and almost immediately entered a relatively small open area between the highway and the north/south branch of what was then the Southern Pacific Railroad (sometimes referred to as"The Rabbit"). Tucked away in this rather obscure setting was a small but wonderful old time sawmill. The mill far surpassed our wildest imagination. On this wet August morning, the only occupants of this sawdust-matted plot of ground was the proprietor, Bill Philpott and his assistant, Smiling Robert Stark. At that point we weren't sure if Robert's wide smile was a natural part of his face, or if he was just happy tos ee some guests. At any rate he was just beaming.

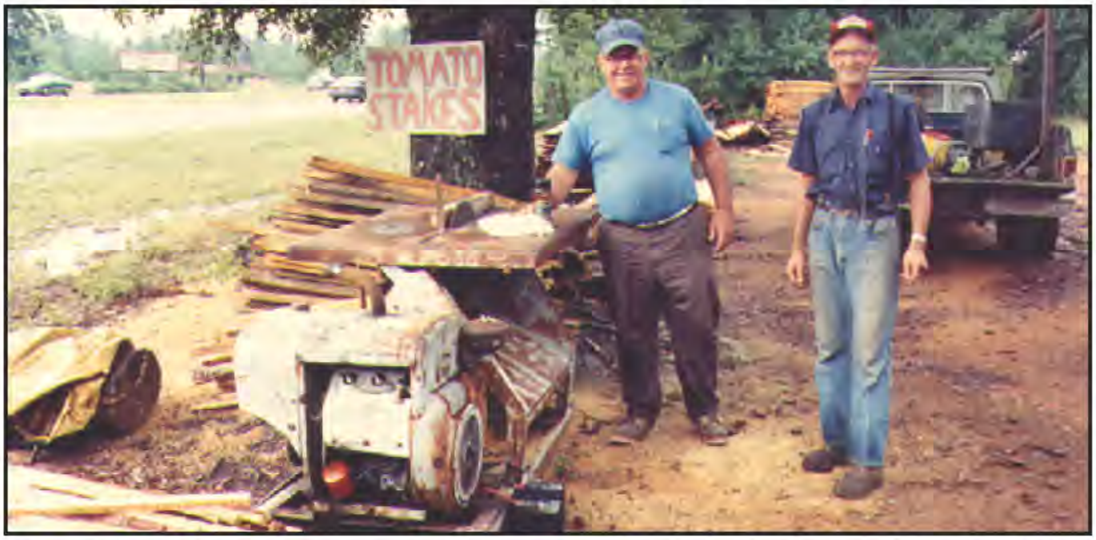
GETTING ACQUAINTED

Robert met us near our car. When we expressed our desire to just see their saw mill, Robert's seemingly always present smile enlarged to include his entire face. He welcomed us with a friendly hand shake and escorted us across the loosely packed wet sawdust to meet his boss, Bill Philipott. As we approached, Bill stood up from his kneeling position in front of an old two cylinder Fairbanks Morse gasoline engine.

He seemed friendly but annoyed that his silent engine was not giving him the slightest encouragement. Bill picked up his remaining half cup of blacker than black coffee and cuddled it between both hands as if it was the only friend he had. He took a slow sip and only then greeted us.

Bob Fisk said, "got any gas in her?" Bill grunted, "Yeah, she's just wet from last nights big rain. We had 4 inches of rain last night. The magneto got all wet."

This small gas engine was what they used to run a small saw for small jobs like the one planned for that day, to cut tomato stakes from scrap lumber. Evidently these stakes were a commodity they would sell to local gardeners and hopefully to passing motorists.



The Fairbanks Morse gas engine was connected by a belt to a shaft on which was a saw blade. The blade protruded up through a rather crude wood platform. I don't believe the safety of this arrangement was ever a consideration.

From that point on Bill was the talker. Robert just looked on hoping that his 'knowledgeable' partner would soon solve their problem and that they could get started with that days work.

BILL PHILIPOTT

As we engaged in friendly talk we kept eying the idle "Big Saw". It was just on the other side of a small pile of pine logs and quite a large pile of saw dust. We continued friendly conversation hoping that at the right time Bill would be receptive to showing us the "Big Saw".

I asked him if they mostly sawed on local pine logs, and he said, "Yeah! once in a while we get a good piece of hardwood, but it's mostly pine."

Trying to seem informed, I pointed and said, "that's a piece of oak there isn't it Bill?"

Bill said,"no, it's sweet gum". I guess if there was any doubt before, he now knew that I was a true novice. (I think Bill knew we were city boys.)

Still waiting for the right opportunity to ask to see the "Big Saw", I asked another dumb question. "Are you a seasoned Mill Man."

Bill said, "What ?"

I said, "you been doing this sawmill work all your life?"

Bill said, "nope."

Persistence prevailing, I said, "Bill, what kind of a background do you have to be able to do this kind of work."

"Well", Bill said, "I'm a machinery re-builder."

I didn't want to ask any more 'city boy' questions so I just said, "Oh!" like I really knew what a Machinery Re-builder was. I guess he meant that he likes to take old broken machinery and fix it up. And he sure had been practicing his trade on this old mill.

SUPPLEMENTAL PRODUCTS

Unable to wait any longer, I finally just blurted out, "would you mind if we looked the mill over."

Bill said,"Nah! go ahead."

On our short walk past the pile of logs and around a pretty good sized pile of sawdust I asked Bill if he burned the sawdust and lumber scraps. He seemed rather surprised and maybe a little miffed that I thought he might just burn up that valuable stuff.

He said, "I bag the sawdust and sell it", pointing off to a previously unnoticed large stack of plastic bags filled with sawdust. Bill explained that sawdust mixed with the dirt in your flower beds is the best thing there is for growing stuff. I thought, stacked back out of the way like those bags were, sales of sawdust might be kind of slow. However, they were ready just as soon as the customers came.

Continuing with what seemed to be an effort to impress us with his good business sense, Bill explained that they also used the scrap lumber to make tomato stakes. That is better than burning them.

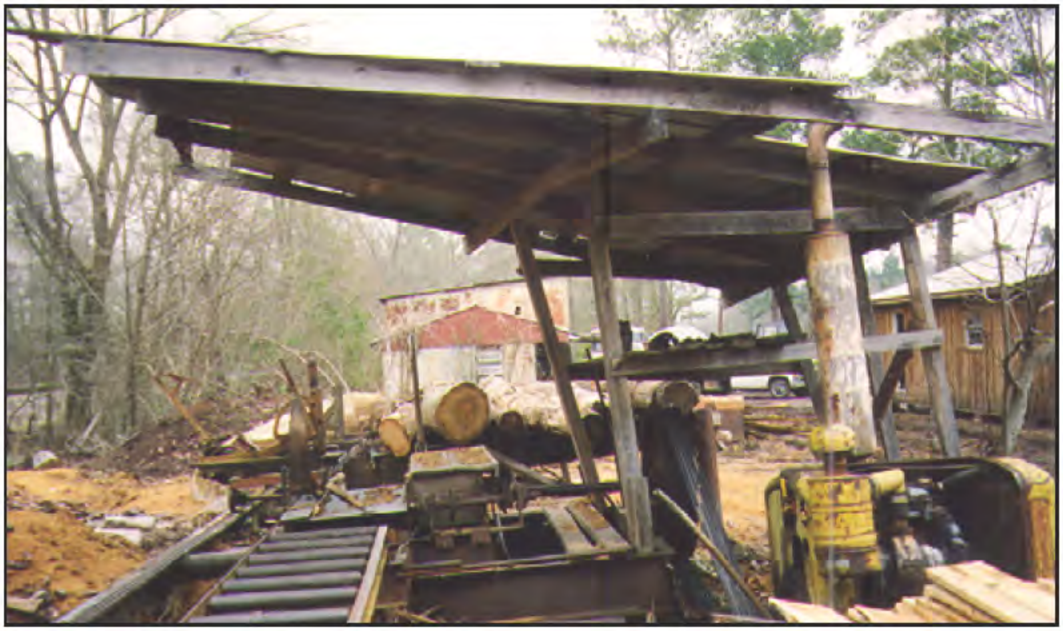
Bill said he had one fellow from Houston that stopped by a filled up his pickup with tomato stakes.

Bill said he didn't know what he was using them for, but he wanted to be ready with more stakes if any other big spender from Houston stopped by for some of his handmade rough-cut tomato stakes.

I wonder why they need so many tomato stakes in August when folks are through planting and harvesting tomatoes. Perhaps their project for that day was to get that Fairbanks Mores Engine going so they could keep busy cuttin' tomato stakes.

THE BIG SAW!

Bill's "Big Saw" was partially shielded from the rain and

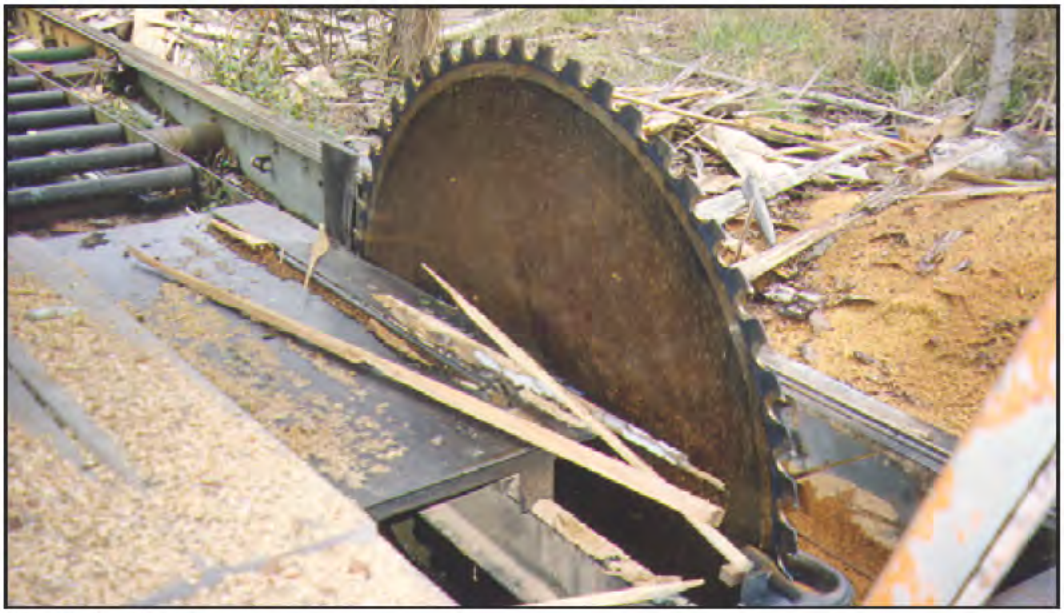


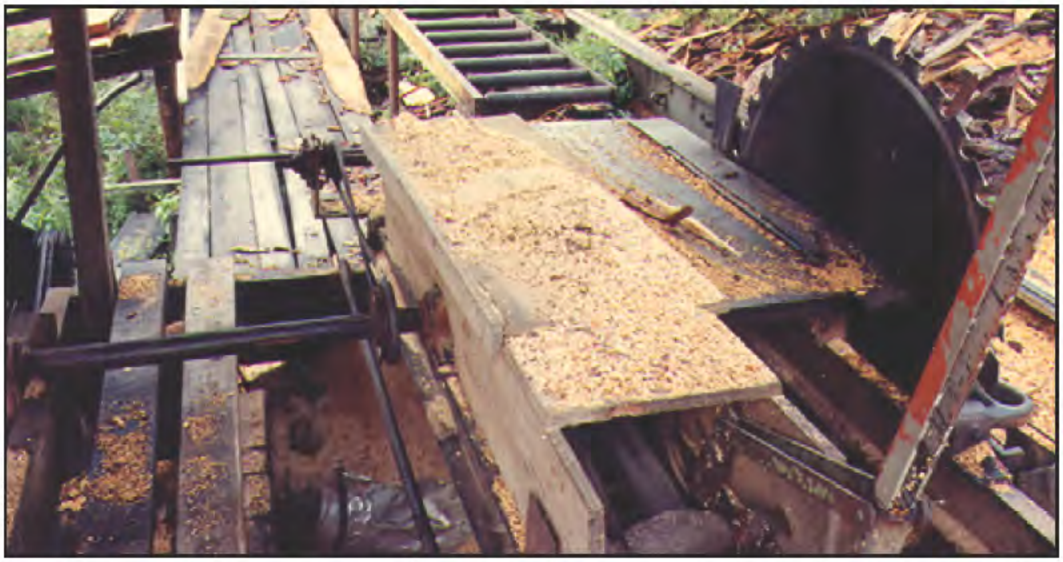
sun by a slanted corrugated metal roof that looked like it had been worked on with Radio Shack etching solution and Floquil rust paint.

The Saw was crude. Big unshielded "C" shaped teeth of the saw blade looked lethal as they protruded out of the handmade wood table/platform. From the bare ground a couple of hand crafted welded steps led up to the saw platform. The saw platform was made up of springy flexible widely spaced rough-sawn boards. The lack of any safety standards almost made us glad the saw wasn't running. Unconcerned with our safety, Bill left us to explore Big Saw on our own.

The shaft that turned this big blade was connected on the other end by several narrow belts to a huge old General Motors diesel engine. (Bill had said,"It's the only thing to have to run a saw!") Midway on that shaft was a smaller ordinary pulley which used an ordinary automobile type belt to operated a squirrel cage blower. The blower was mounted under the saw blade, and it propelled the sawdust out a homemade metal tube to the sawdust pile. (No telling where "The Re-builder" had found these parts)

Horizontally to the right of the saw blade was a crude log carriage. It moved with the aid of a power take-off from that same saw blade shaft with the aid of a cable wrapped around a small drum and attached to the front of the carriage. It moved the log in the carriage along a narrow track to the whirling saw blade. The other end of the carriage cable went past the carriage to a pulley and back to the back of the log carriage. The power take off could be directed to either side of the saw shaft and thus pull the log carriage toward the blade or away from the blade — ready for the next pass at the blade. On the Machine Re-builder's carriage were some other interest-





ing features. A long leverage producing handle projected above the log carriage on which had been attached a wide flat log positioner with many tooth like projections.

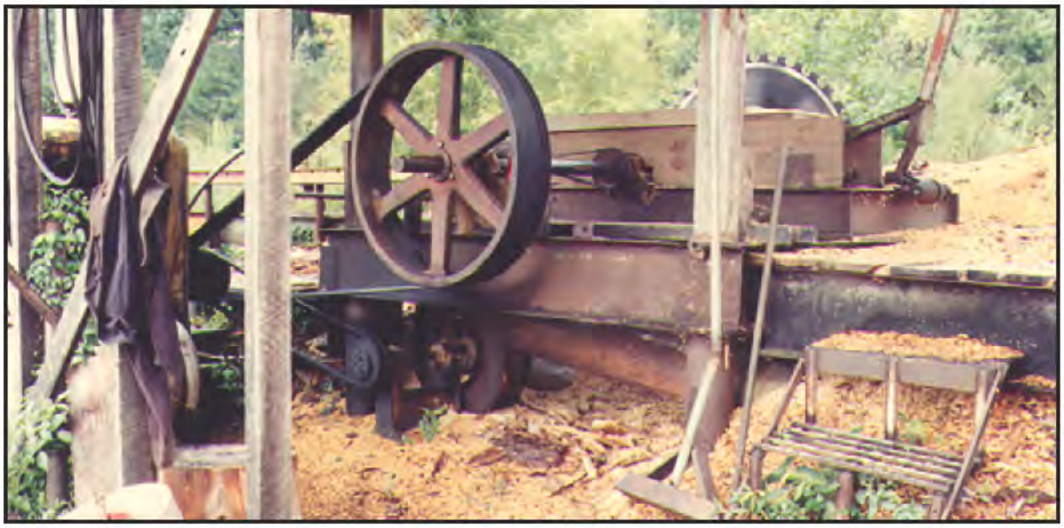
We determined this was how Bill moved the big pine logs into position and held them in position while feeding them into his whirling ominous saw blade. Horizontally to the left of the saw blade was a well worn conveyor belt. We surmised that the sawed off boards must have dropped off on the belt rolled down to a stacking rack where Robert or some other able assistant man-handled the boards onto the rack. Later they were sorted and placed in stacks to dry until sold.

THE END PRODUCT

This was rough sawed lumber — I mean really rough. Those big widely spaced "C" shaped saw teeth just kind of ripped the boards out of the logs. Tough on the hands of those using the end product. Bill told us that the smooth building lumber that we see and buy goes though planers at the large mills. He said that before the forties most of the houses in that area were build of rough-sawn lumber like what Bill cuts in his Fish Branch/ Urbana Mill.

Bill explained that in the old lumbering days companies would set up a saw, somewhat like Bill's, in a lumber area and run little small gauge tracks out in many directions like the spokes of a wheel. Small steam engines (Bill called them puffer bellies) went out on these peripheral tracks and brought the lumber to the central saw mill.

Though this unique mill was stationed right beside the railroad the railroad had little to do with the mill. I think this site was chosen because it was there,unused and cost little or maybe nothing to use. The pine logs were brought in by truck and the sawed boards were hauled away in trucks by the customer. Bill said they used the boards to build barns,sheds and in general out buildings. Bill's customers often brought him the logs from which he made them the boards and posts for



building. Bill then tried to use all or most of the products not taken by the customers to make a little extra money.

There were stacks of smaller cut lumber along the edges of the area. As we snapped pictures of this wonderful industry our eyes could hardly believe the many wonderful characteristics of Bill Philipott's saw mill.

None of Bill's tools or rebuilt products were smooth or finished in appearance. Everything was put together with globby looking crude welds. Like Bills large shovel on which the wooden handle had been replaced with a welded metal pipe. It sure looked strong but it also looked heavy.

Then we notice a flat instrument welded from sheet metal with a pipe handle that we guessed Bill and Robert used to perform a number of functions like clearing the sawdust away from the mouth of the blower or to edge a log in the right direction as it was being sawed. We had already asked so many questions that we let that one go so Bill wouldn't be too annoyed with those city dudes from Houston.

After taking pictures of the saw mill from every conceivable angle, we walked back over to Bill. He was once again bent over the old Fairbanks Morse engine and still was not having any luck getting it to burp out a note of encouragement. Robert was close by, still smiling and seemingly still hoping they could cut a few more tomato stakes. At that point another truck pulled into the lot and three apparently local guys sauntered over to Bill.

One of them said"Ya gotta put gas in her Bill. Bill looked up with one eye and grinned. Guess he had heard that before.

All this took place just a few years ago. The story is true and though the mill has now been moved away and Bill took his machinery rebuilding talents to other areas. We will never forget our visit with Bill Philipott, the "Machinery Re-builder" or "Smiling" Robert Stark the dutiful saw mill assistant. I'm not sure, but I bet somewhere in the Texas Piney Woods there probably is another saw mill much like that of our Machinery Re-builder. Maybe so or maybe not! As you put all those primitive characteristics in your next model, believe that in some small rural community there is or was a prototype scene with almost anything you can imagine — just like we had seen at Bill Philipott's East Texas saw mill.

PORTLAND DAYLIGHT EXPRESS

NMRA NATIONAL CONVENTION

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www.nmra2015portland.org/

Going Home with Amtrak

Article and photos by Gert "Jim" Muller aka "Speed"

Part 2

(see Part 1 in the Spring 2014 issue)

We boarded the train and left Chicago at a snail's pace, traveling from Chicago to Emeryville on the westbound California Zephyr in early February, 2014. Everything is covered in snow and 8°F outside.

METRA
Naperville

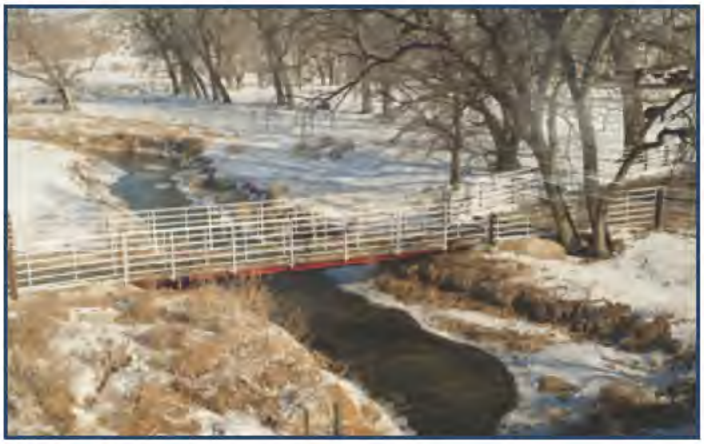
Listed as 2nd best place to live in the United States by Money *magazine in 2006*

Sounds like, when you are not on schedule, the whole bonus to keep Amtrak on schedule goes out the door and siding after siding we had to give way for a commuter train or a freight train. We stopped somewhere with a steam engine on display and I jumped off to take a closer picture. Back on at the back of the train, seconds before we departed, not thinking that they, the gents, did not know that I made it back on before we started moving, so a few frantic phone calls later, everyone was calm with coffee and the left-over donuts!

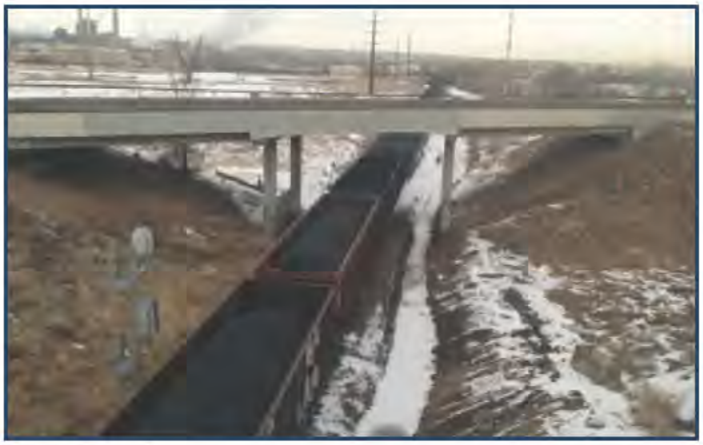
We woke up somewhere around McCook, NE and we had some fun with railroad map book versus the GPS in our phones, and of course, the book is right, not the GPS, and we are on UP track, no, not BNSF, wait...well you can imagine how this goes, especially when one gentleman tells you he knows, because he rode the train 10 years ago in the opposite direction, and no, the trackage had not changed! So plenty of people gathered around, just to get some laughter too. (BNSF from Chicago to Denver and UP from Denver to Emeryville)

Looking backwards, into the cold!

The food on the train was nothing to complain about, we ate quite well. They just want you to fill the dining seats up as you walk in, which was nice, since we got to meet some other folks too. Almost everyone was on a big vacation trip with a few using the train since they don't like flying. But no one was just going "home" like us. The only real disappointment to me, was the lack of keh-dik-a-dik, keh-dik-a-dik from the wheels rolling over the track joints, a childhood memory from riding a train in Africa. Nope, the track joints are offset now (left vs right), so the only noise you really hear, is when it rolls over a turnout, and not too many of those.

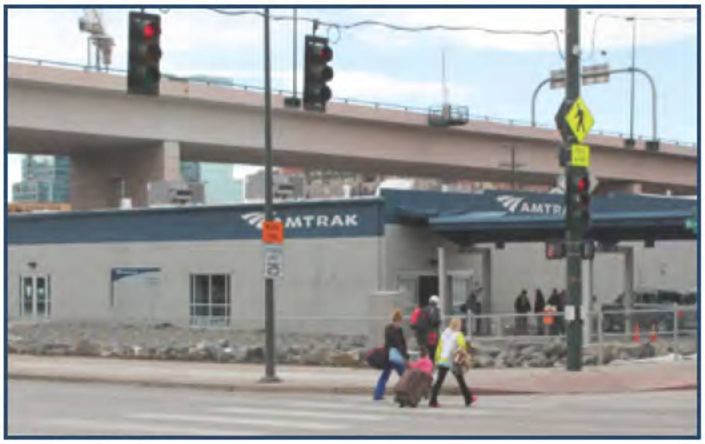

Cow bridge

Track work


2 over 3 signal

Of course, since we are way off schedule, we are seeing things that most people won't, wait, at other times the train runs on schedule? We saw pieces of track lying on the side as if a fairy just lifted them and tossed them over, there were "bridges" for cows to walk across a stream, a huge stock yard close to Denver even had a D.&R.G. Stock car on display. And then we saw quite a number of long unit trains crossing underneath us, with, wait, is that a 2 over 3 headed signal?

Stock car in the stock yards



AMTRAK office

Denver had some construction at the station, so the temporary Amtrak office is across the road. I ran up the road with the bridge crossing the track to take some pictures as they refueled the engines. The gents had a disagreement about the number of cars in the train, so they walked the length of it to count. Two engines, a baggage car, the conversion car (low door to high door), where the crew also had some beds, if I remember correctly, a completely empty coach car (it was needed for passengers going on a ski trip from Denver, but since we were 6 hours late, they left Denver by bus), then two more coach cars, the observation car, the dinning car and two sleeper cars. (Watch, I'll be told I missed one somewhere.)

The train also switches over from BNSF track to UP track here, so lots of yard space from each, right next to each other.

So we left Denver for the Rockies seeing how flat the east really is. At the Big 10 Curve, we passed a waiting loaded coal train with 3 lead engines, 3 in the middle and 2 at the end.

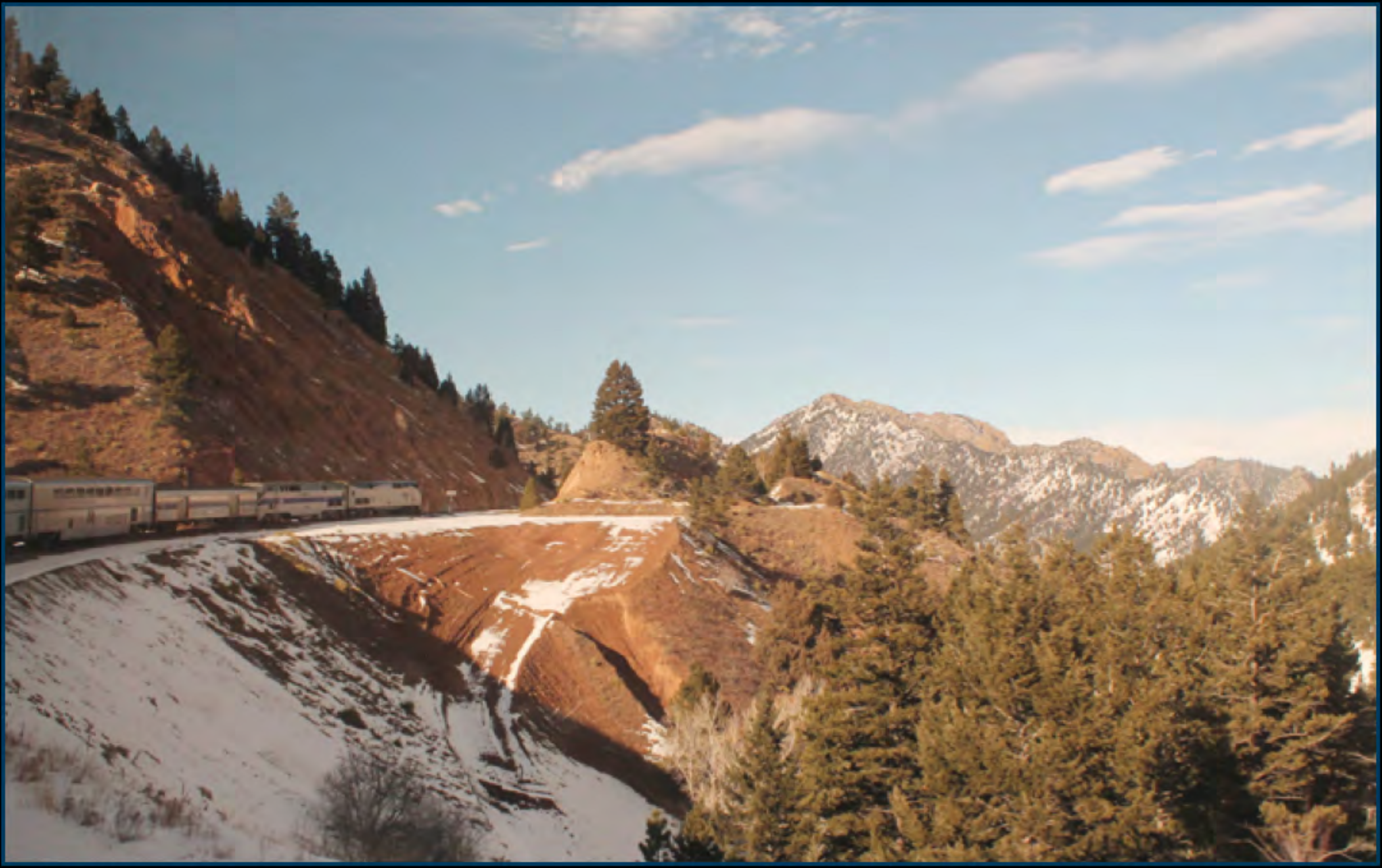
Refueling

BNSF to UP

Denver to the east

Big 10 Curve

A coal train snakes through Big 10 Curve



Amazing views

Frozen lakes

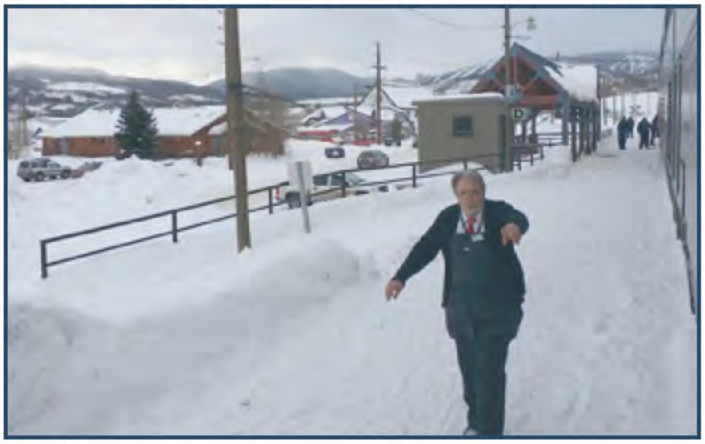
UP power

Before and after the freight train passes while we wait at Moffat Tunnel

Then we went through the 26 tunnels with some amazing views and had to wait for a freight train (lead engine UP 7501, then KCS 4541) before we could roll through the Moffat Tunnel. 6.2 miles in darkness, highest peak on the route at 9,270 feet in the tunnel.

At Winter Park (or Fraser, rather), we had no passengers to drop (they took the bus, remember), but one of the crew members selling the snacks jumped out the train for some reason, and when I opened the door behind him again to take a picture, I was in big trouble, "Too dangerous to get off the train without the ladder!", but he just jumped into the snow himself, and I just want a picture, from up here?!? At least Denver brought us the girl from Wendy's who did not want to talk much to us, because her poet exam was due at Berkeley soon (no, I am not going to show a picture of her).

Daylight was fading fast and then came the transponder on the radio: "Hanging equipment". The brakeman tried to walk the train in the snow and then they decided to rather drive the train by the brakeman. Apparently a deer hit the train (yes, it hit us, not us it) and knock down an auxiliary break



Too dangerous!

Don't cross the tracks now!

Into darkness with ice and snow everywhere

Big 10 Curve

hose. Amazing what technology can do these days, sitting there in the cold snow counting wheels rolling by.

We also had to pick up another train's crew somewhere in the darkness, that ran out of hours (I always smile thinking about work rules in the year 1914 versus our 2014: nope, park your truck and go home, the next guy will find it an continue; yes, you are not tired enough to get home, right?). Anyway, the funny part in this scheduled pick up was, that most of us (especially the experienced ones) operate trains on layouts where the Rockies have a Colorado town called Hell. Well, the message from the conductor, as it was heard, we are going to pick the crew up in Hell, which created a big discussion in our group, since Hell was not on the Zephyr's route. But, the crowd listening in on our current discussion, not knowing much about the towns in Colorado, was now extremely concerned, since they had no intention to go to Hell...but all worked out well, I think the conductor said Dell!

We went to bed and woke up with all the brakes doing one of those emergency parking stunts. Air hose came loose! And then came the smell of iron on iron, and rust that did not wanted to be scratched.

We woke up again in Salt Lake City and then saw the lake and the desert flats (And to me, again with plenty of water in it. I drove from Boston to San Francisco years ago (1999) and video taped the whole trip to show my folks what America looks like coast to coast, and when I reached the flats, I thought I'd show them now what a real desert looks like...and as I pressed record again, there were 2 real loud lightning strikes and I drove in the rain all the way through the flats!!).

We also saw the remote parts of Nevada and waited for a few more freight trains to come by every so often.

At our smallest Amtrak stop in Elko, we were told about our special mission! We have to pick a car up further along that was damaged a few weeks ago. Some kids placed some pipes on the track for fun and when the pipes got snatched by the engines, the first coach car took the hit. So here we are, more than 6 hours late, and we got some special errands to run. Three safety stops later, and the brakeman walking the length of the train again,

Lake to the left with Salt Lake City in the distance

Wide open country

FedEx
FedEx
FedEx

Something I don't often see

Smallest AMTRAK station in Elko, Nevada

Picking up an injured car

Derailer

since they did not drop him off at the switch, plus unlocking all the derailers, we are ready to go, but no movement. When they tested the break system, the auxiliary air hose that came loose in Colorado, failed the test. So another hour for repairs and off we go. At this point I felt bad for the people in the coach cars that had no clue what was happening, the conductor said nothing to nobody, and only us had a radio! Well, I was also not impressed that this "out of service" car was now blocking my view out the back window.

Special pickup

Snow on the peaks beyond the steel bridge

Beautiful nature scenes around the mountains with wide open spaces on the other side all the way to Reno. We saw some trains on other tracks come and go and were told about track building up to Promontory Summit, the golden spike and all the folklore that went with it. Always nice to travel with people that know their geography and history, or at least make up a good story about it!

In Reno we were warned about the gentleman's club above the station and not to even think about paying it a visit, this train will simply leave without you. And the next one is only tomorrow.

The stop took a little longer than expected and we found out, when we departed, that some three letter official organization had to interview a few passengers in the station, and also search their roomettes and luggage. Fortunately by math: very tiny room + very little luggage = short search!

So don't ever buy a one way ticket with cash, when big brother knows you fly return trips every week from Chicago to San Francisco on the company credit card.

So we head up the mountain and the sun disappears. Darkness across the Sierra Nevada and no sight of the snow sheds and tunnels through Donner Pass. Sacramento was only lights in the night and construction in the Oakland area brought us to Emeryville at 3 minutes shy of midnight. Warning, there are no public transport out of this station at midnight, not even a taxi, unless you called one up ahead of time. So we had a gentleman's agreement, after hours and hours of arm wrestling, that we would rather go to the airport, than the hotel for only 2 hours. Our flight scheduled to leave Oakland at 6am, and we were not willing to be delayed again. Amazingly our flights left on time, the one from Phoenix, too, and we made up some time (wink, wink Amtrak, this is a hint!)

Wide open space

Reno platform conversation

Off limits

Sacramento, CA
AMTRAK
San Gabriel

Sacramento

EMERYVILLE

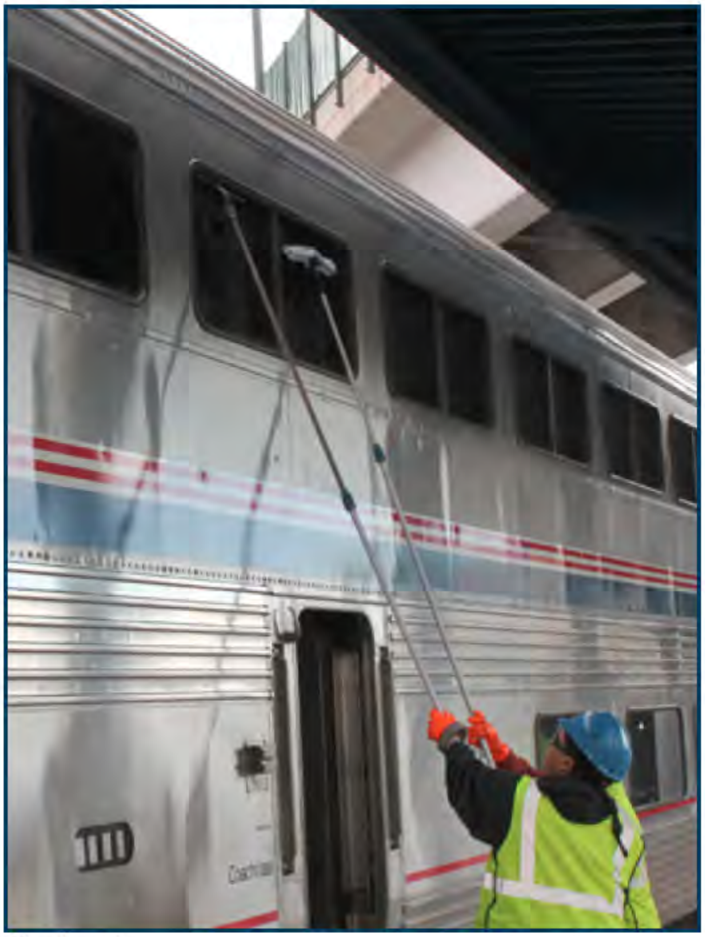
The end at midnight

Would I do this again, or recommend it, yes, but I'd fly to Denver and do the western half of the trip, the roomettes are simply not for 6+ feet people. Or better, travel from west to east to Denver, very unlikely that ice will delay an Emeryville departure. But what about a museum on the way, so lets go to Sacramento first, see the California State Railroad Museum (www.csrmf.org/), and then head to Denver.

Who is in?

Afterthought(s):

- Yes, there were faster trains than No. 999, but when the authorities put a sign up saying this one was the fastest, then stand up and exercise your built-in term limits!
- I took more than 3,000 photos, so if you would like to see more of them, let me know!
- Thank you to the "gents" for making this a fun trip, they are simply a bunch of abnormal guys willing to laugh. At least we have all learned to go get a beer immediately and not wait 3 hours till the train wants to leave!
- And a special thank you to all the people that works behind the scenes to make train travel still possible in this day and age. We are always quick to complain, but this time, sincerely, thank you!



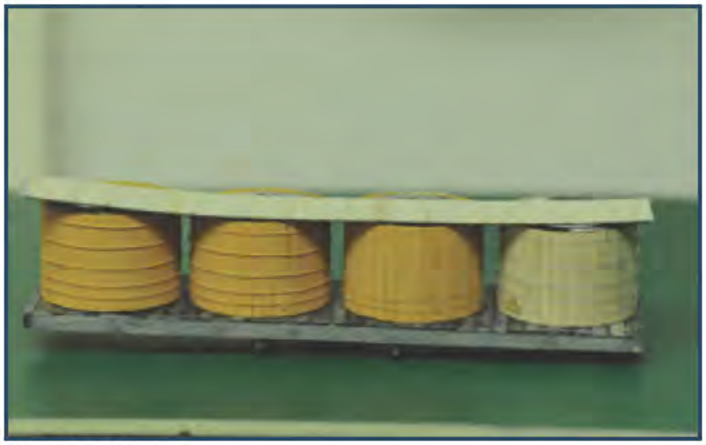
Thank you!

Modeling Moment

Pickle Car

Craving a non-prototypical narrow gauge piece of rolling stock

Text and photos by Dave Lamberts



Completed car

Did the D&RGW ever run a pickle car? They did not. Did any narrow gauge railroad ever run a pickle car? They did not. But they could have - and besides - I wanted one.

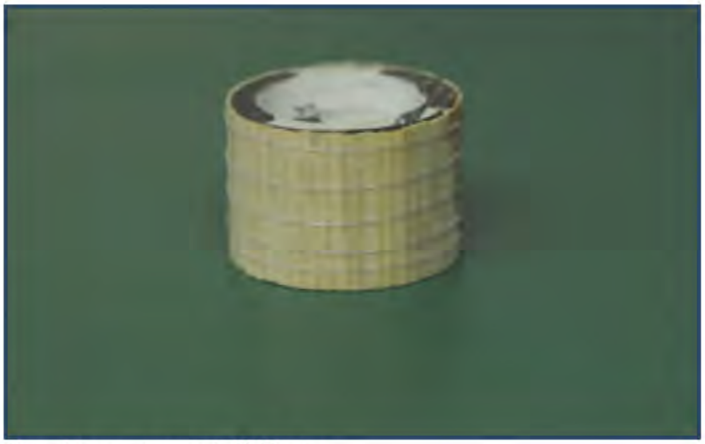
My inspiration for this model was an article by Jim Vail, M.M.R. in the Nov/Dec 2011 issue of the Narrow Gauge and Short Line Gazette. I imagined this car would have started life as a flat car, that is how I began my model. The vats are one inch (outside diameter) PVC pipe covered with 2x6 wood slats. The banding is 12 lb. fishing line.

The underside braking and piping detail were fashioned after a D&RGW flat car. I used Grandt line details for the underside hardware. The side rods are fashioned from 0.015 wire with Grandt Line tank hoop fasteners for their terminations. .

The roof has a sub-roof of thin styrene overlaid with 2.6 slats. The openings for the hatches were cut from the finished roof and then more 2x6 slats were turned 90 degrees for the covers. Fine brass was used for handles along with Grandt Line hinges.

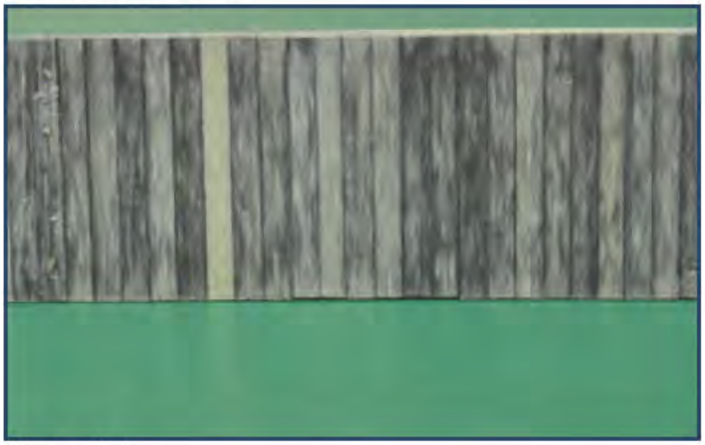
I made most of the decals myself using Microsoft Word and Testers decal paper. The vats were painted D&RGW yellow.

My pickle car won honorable mention at the 2014 LSR convention.

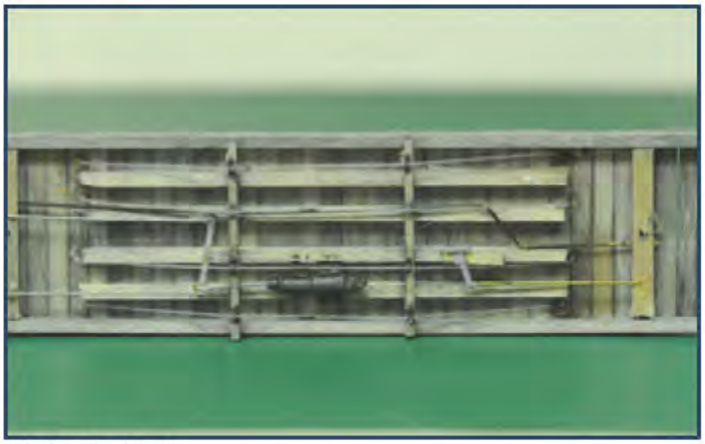


Barrel beginning with PVC pipe

Painted D&RGW yellow



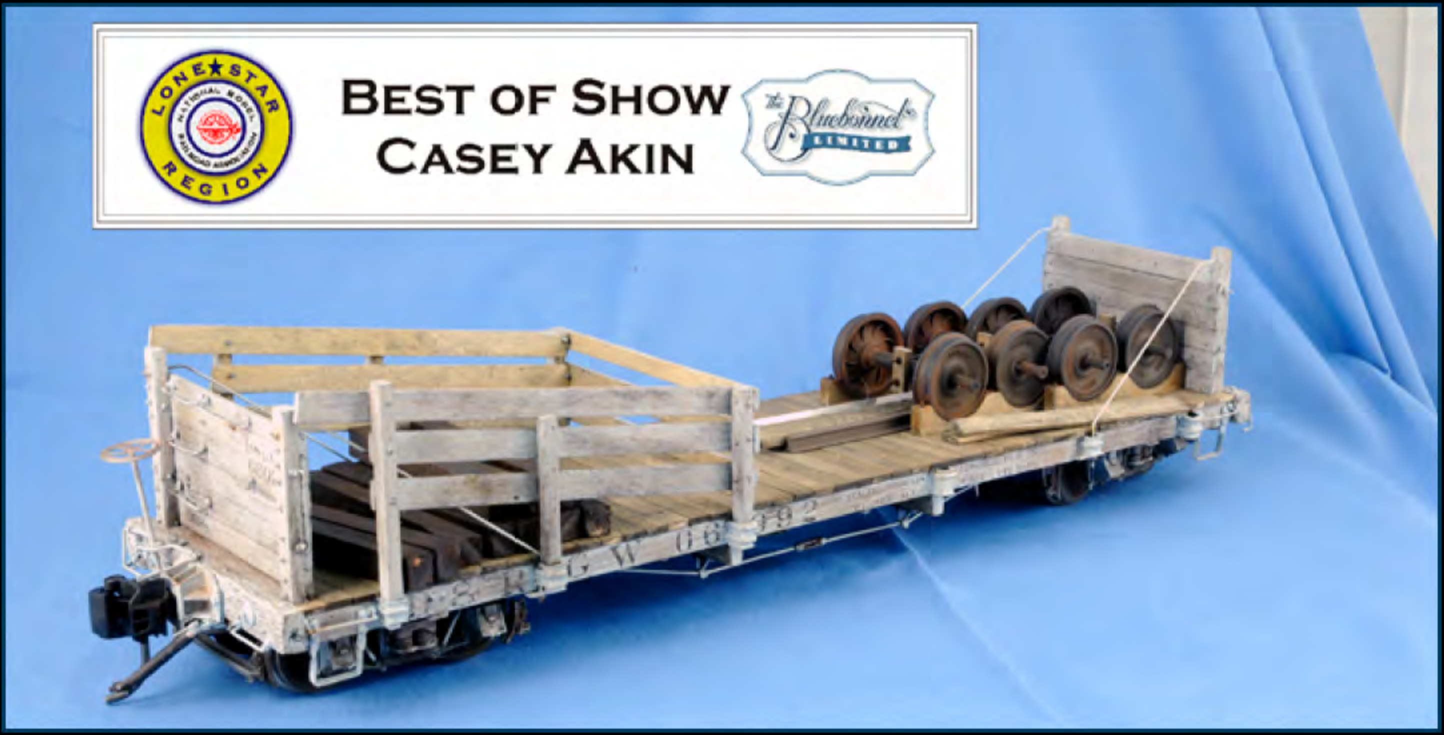
Flat car deck

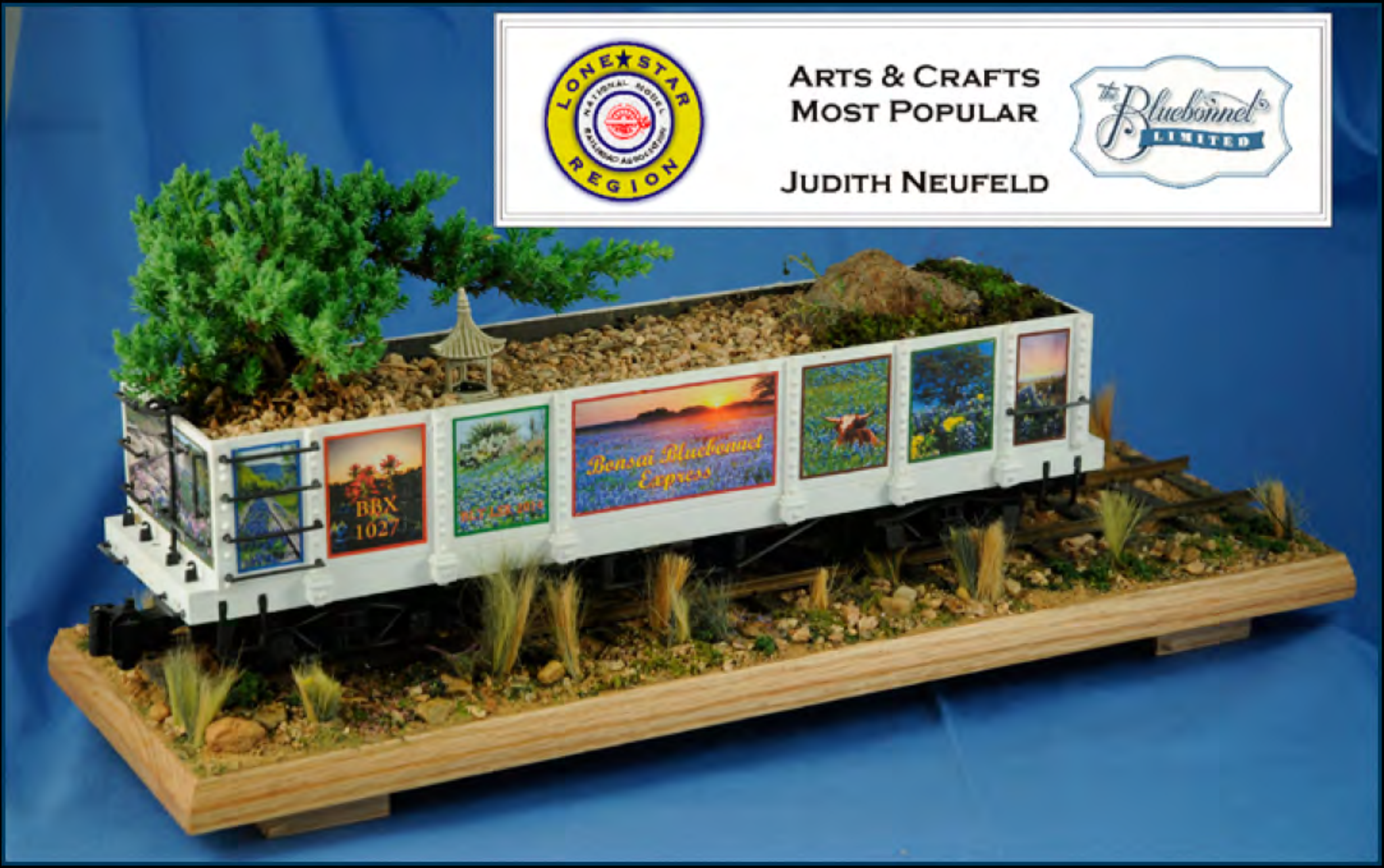


Underside detail

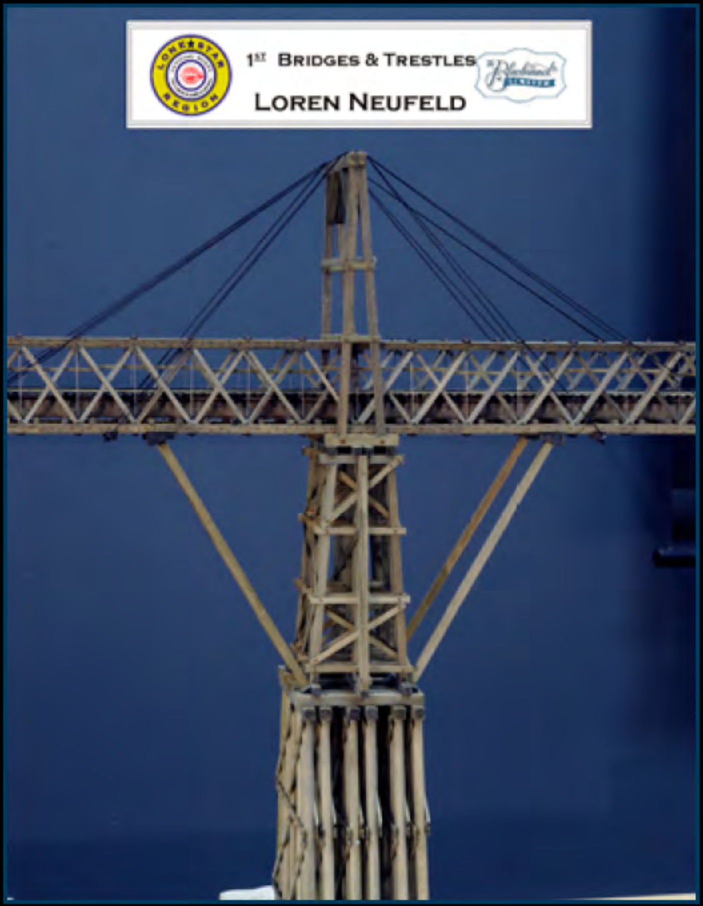
LSR 2014 Convention Contest Winners

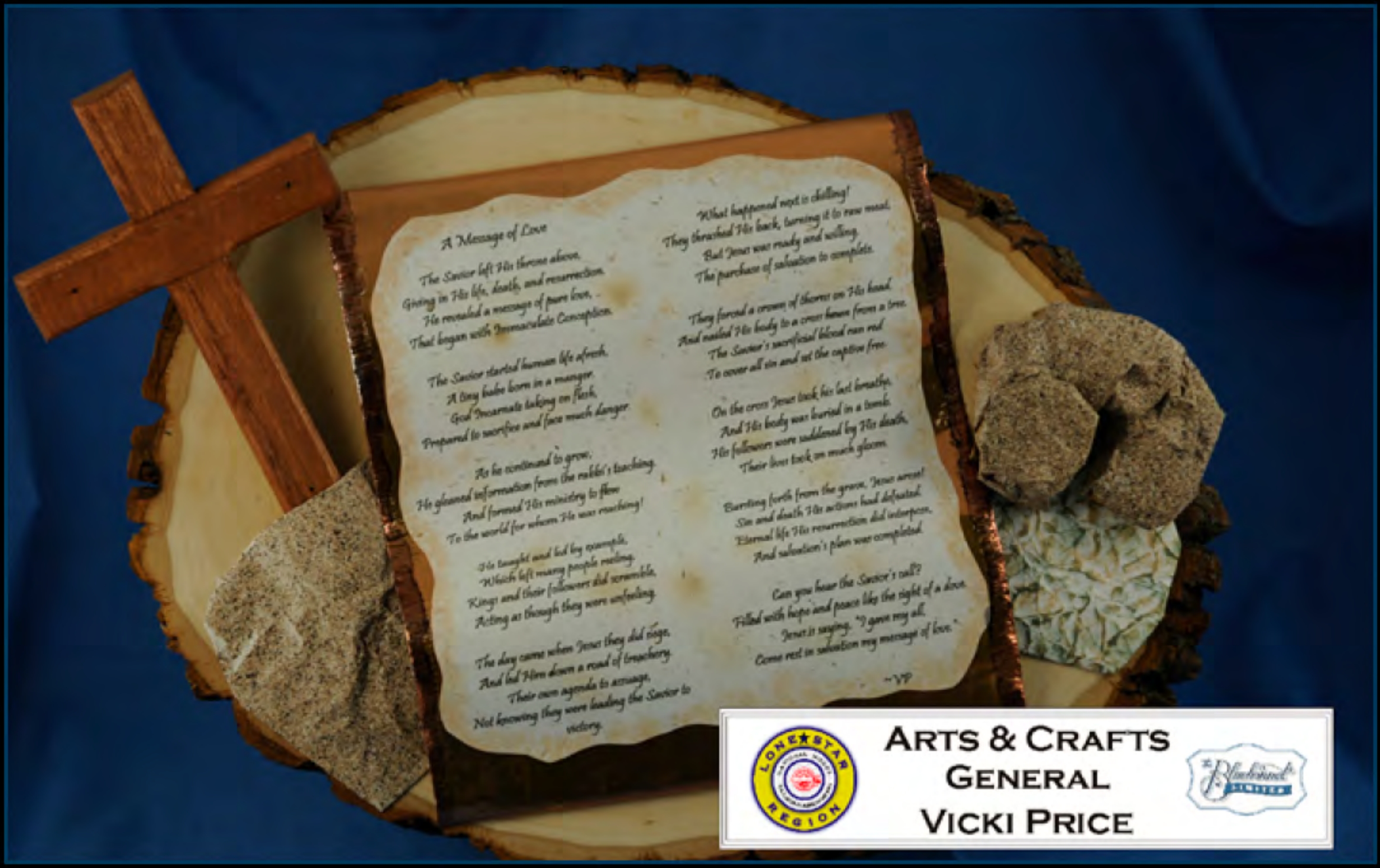
Presented by Duane Richardson


LONE STAR REGION
NATIONAL MODEL RAILROAD ASSOCIATION
BEST OF SHOW
CASEY AKIN
The Bluebonnet LIMITED


LONE STAR REGION
NATIONAL MODEL RAILROAD ASSOCIATION
ARTS & CRAFTS
MOST POPULAR
JUDITH NEUFELD
The Bluebonnet LIMITED
Bonsai Bluebonnet Express
BBX 1027

Arts & Crafts
Railroadiana
Janet Pitre




A Message of Love

The Savior left His throne above,
Giving in His life, death, and resurrection.
He revealed a message of pure love,
That began with Immaculate Conception.

The Savior started human life afresh,
A tiny babe born in a manger.
God Incarnate taking on flesh,
Prepared to sacrifice and face much danger.

As he continued to grow,
He gleaned information from the rabbi's teaching
And formed His ministry to flow
To the world for whom He was reaching!

He taught and led by example,
Which left many people reeling.
Kings and their followers did scramble,
Acting as though they were unfeeling.

The day came when Jesus they did cage,
And led Him down a road of treachery.
Their own agenda to assuage,
Not knowing they were leading the Savior to victory.

What happened next is chilling!
They thrashed His back, turning it to raw meat.
But Jesus was ready and willing
The purchase of salvation to complete.

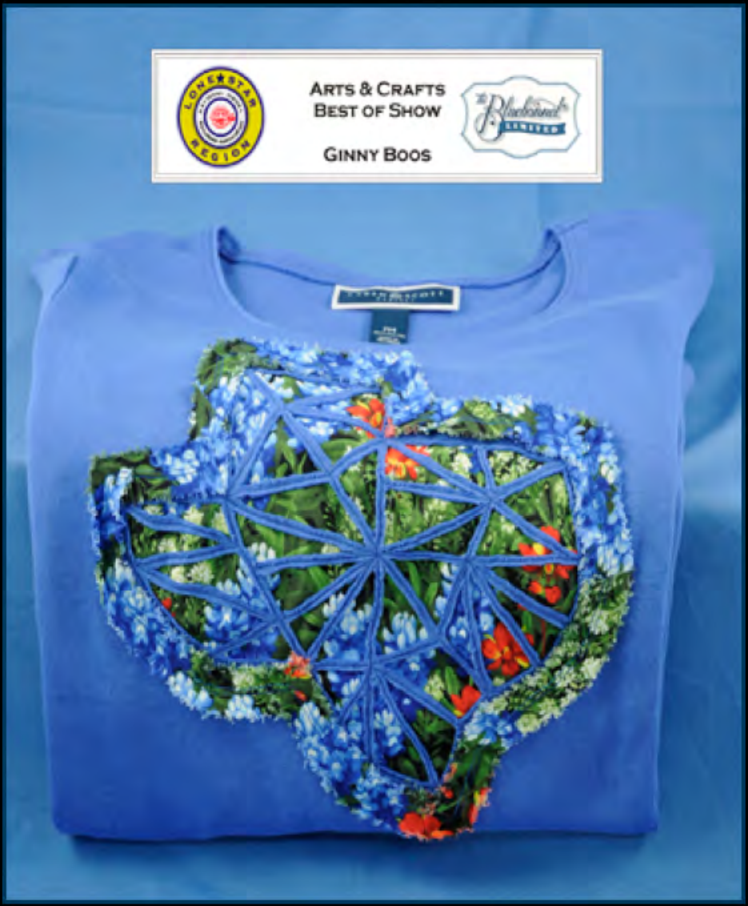
They forced a crown of thorns on His head
And nailed His body to a cross hewn from a tree.
The Savior's sacrificial blood ran red
To cover all sin and set the captive free.

On the cross Jesus took his last breaths,
And His body was buried in a tomb.
His followers were saddened by His death,
Their lives took on much gloom.

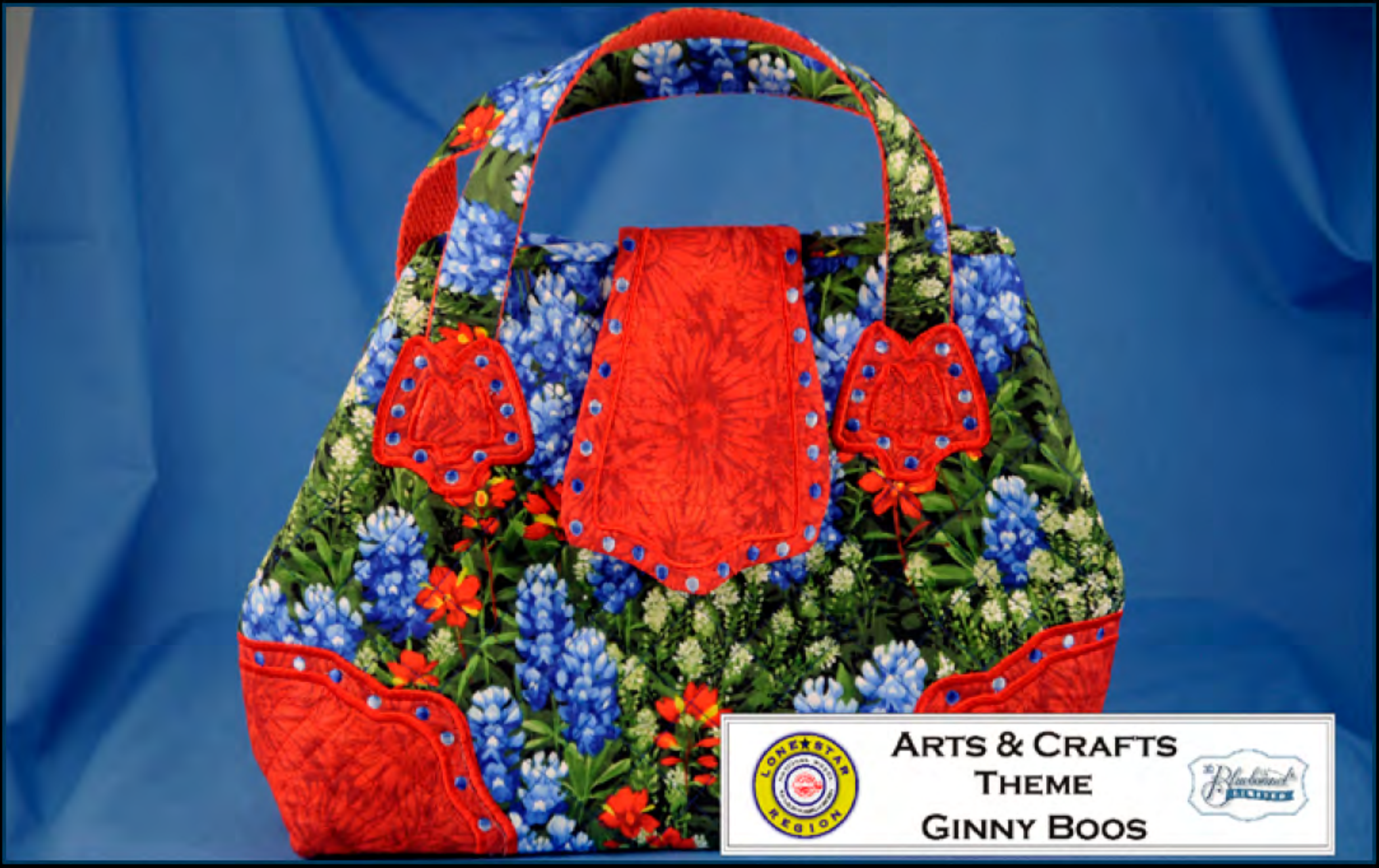
Bursting forth from the grave, Jesus arose!
Sin and death His actions had defeated.
Eternal life His resurrection did interpose,
And salvation's plan was completed.

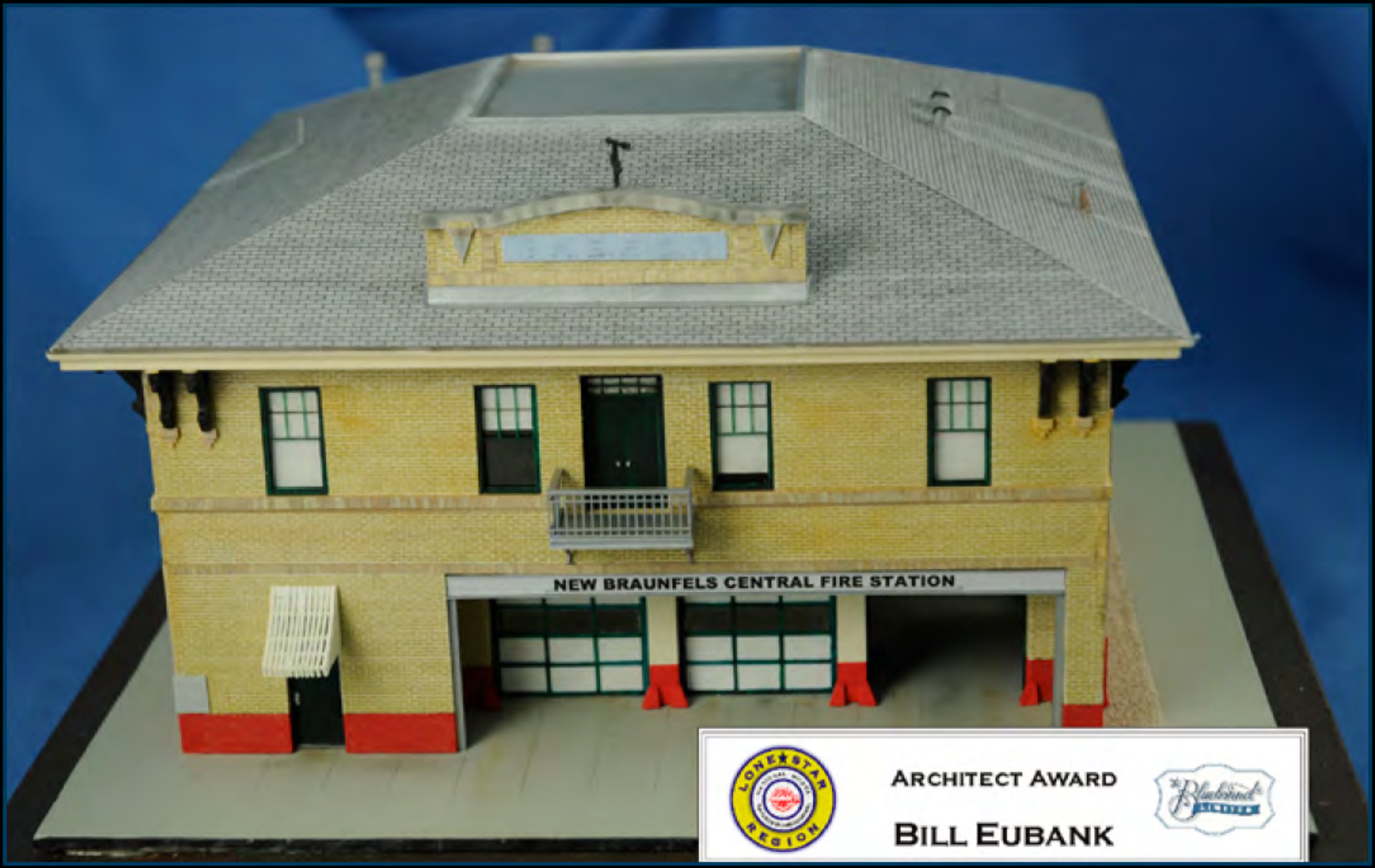
Can you hear the Savior's call?
Filled with hope and peace like the sight of a dove.
Jesus is saying, "I gave my all.
Come rest in salvation my message of love."

~VP

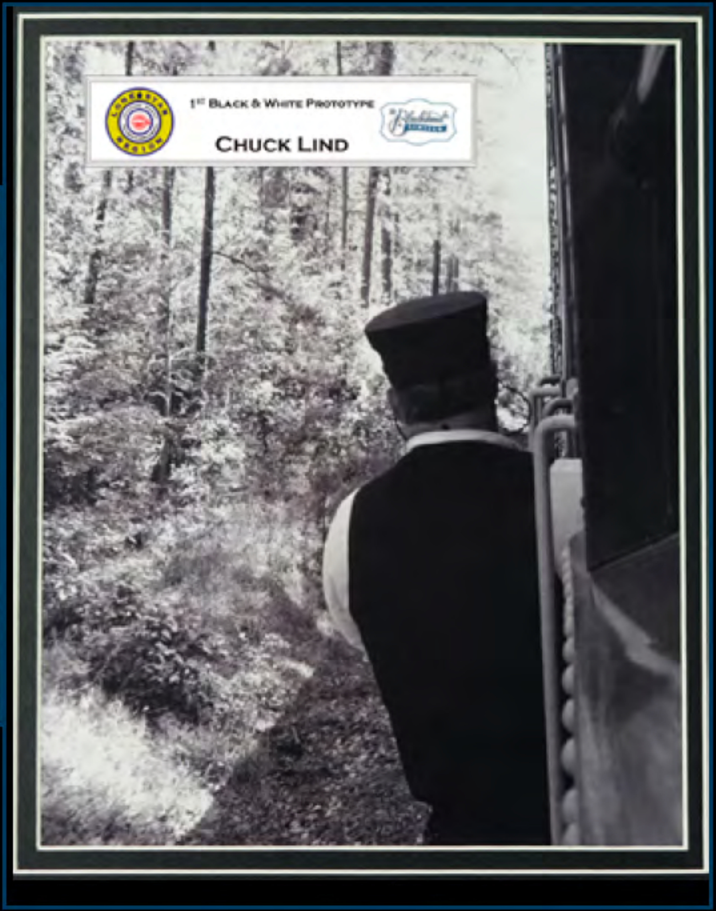

ARTS & CRAFTS
BEST OF SHOW
GINNY BOOS

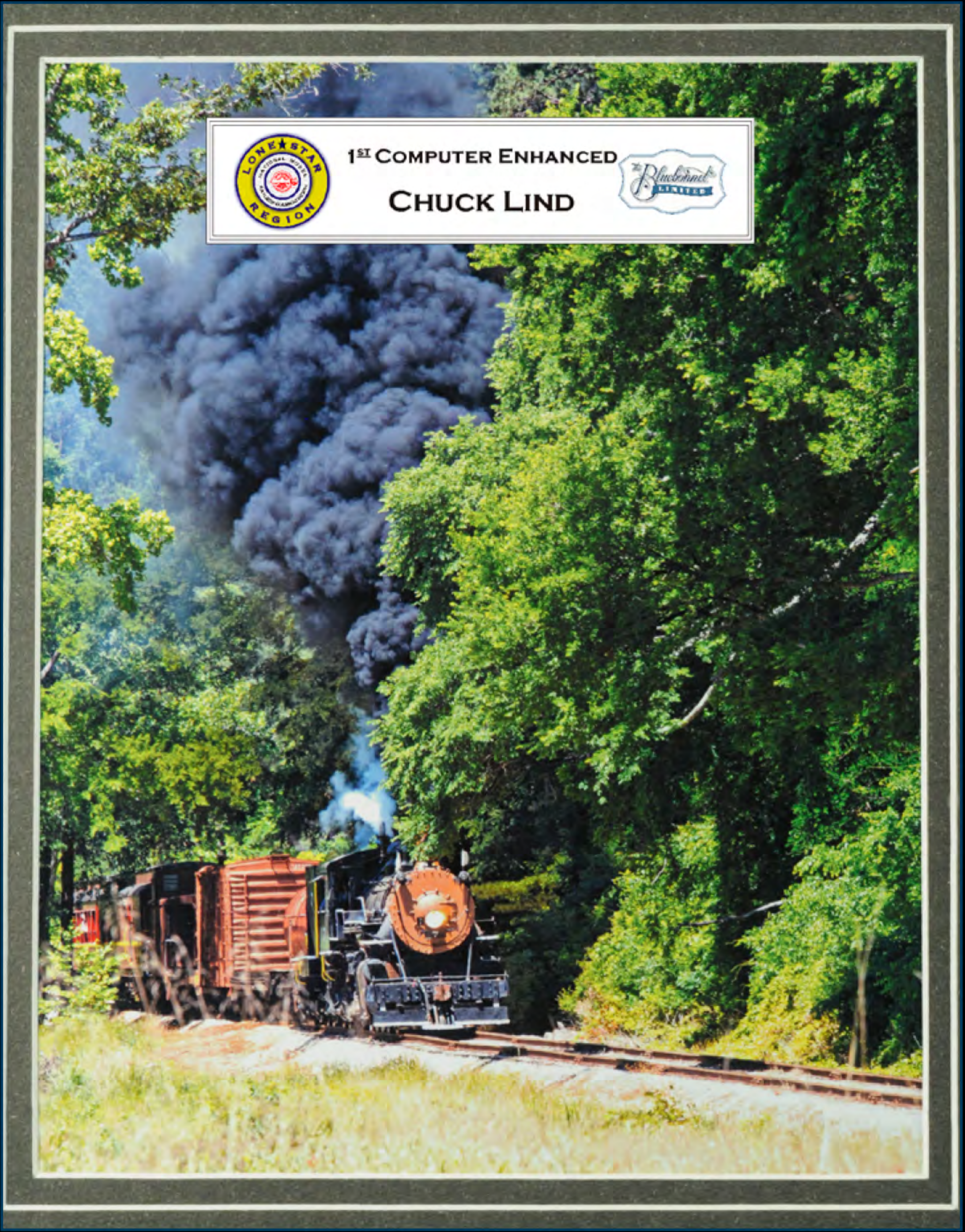
ARTS & CRAFTS
NEEDLEWORK
GINNY BOOS


ARTS & CRAFTS
THEME
GINNY BOOS


NEW BRAUNFELS CENTRAL FIRE STATION
ARCHITECT AWARD
BILL EUBANK

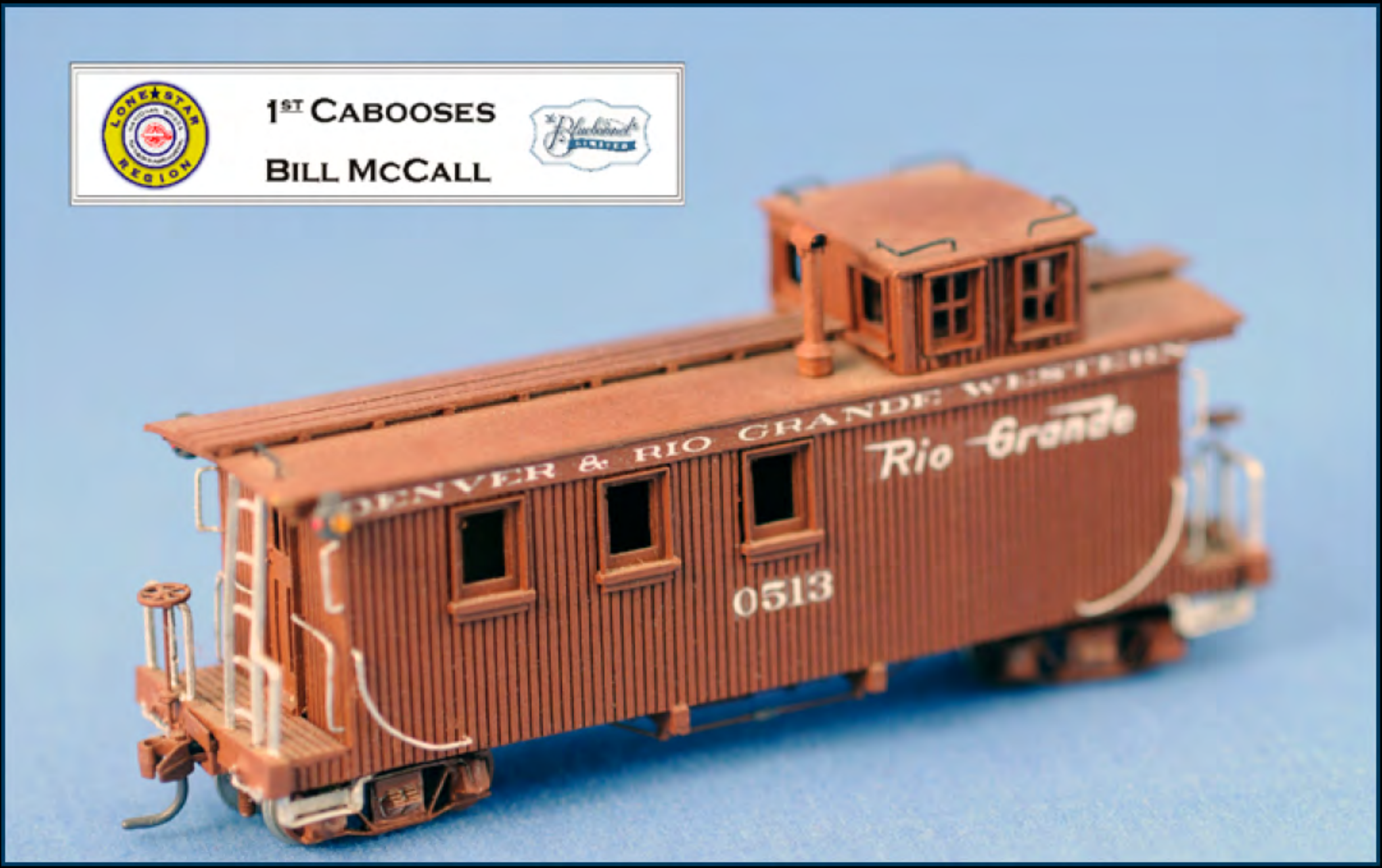
1ST BLACK & WHITE MODEL
CHUCK LIND


1ST BLACK & WHITE PROTOTYPE
CHUCK LIND



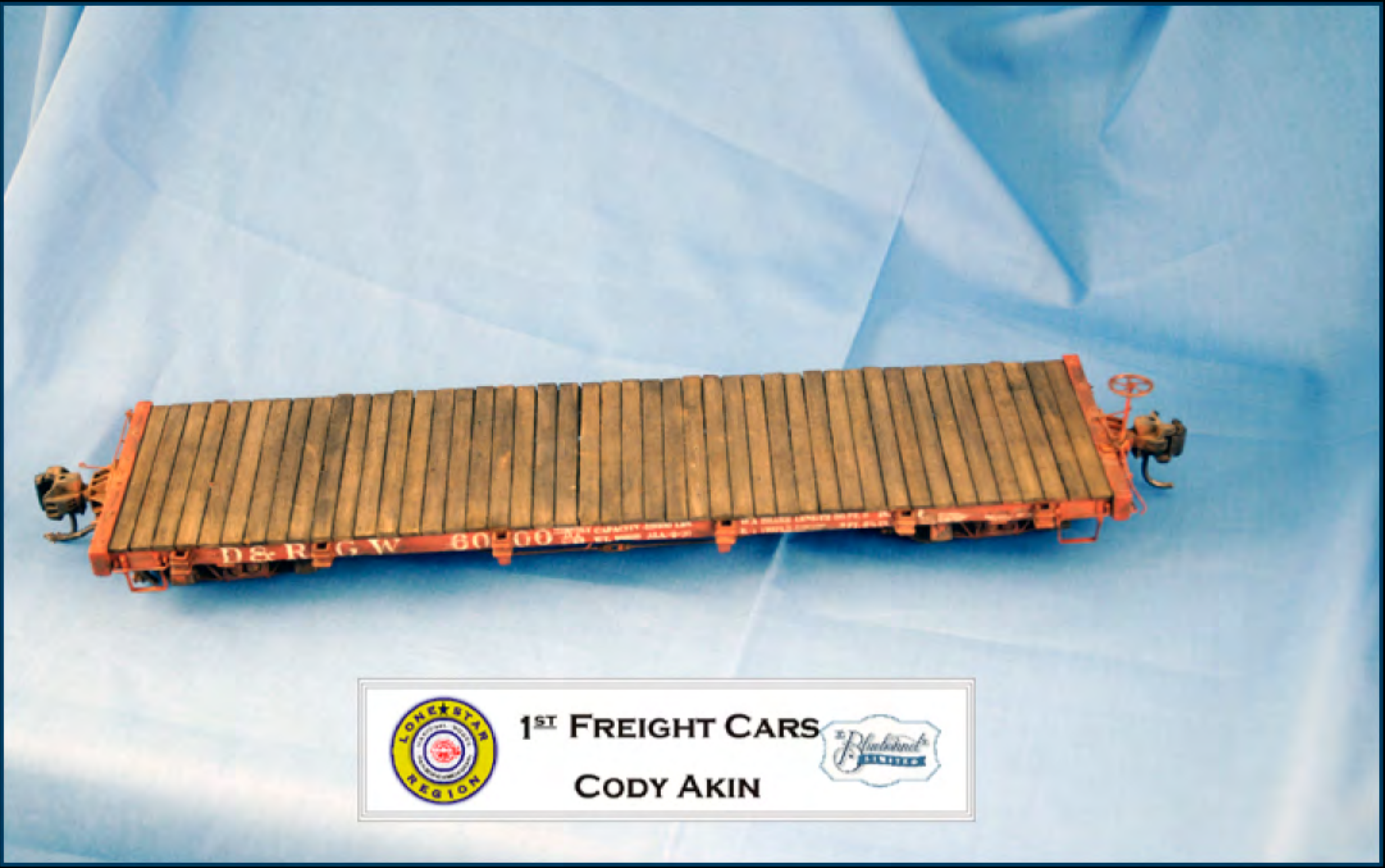
1ST COMPUTER ENHANCED

CHUCK LIND


DENVER & RIO GRANDE WESTERN
Rio Grande
0513

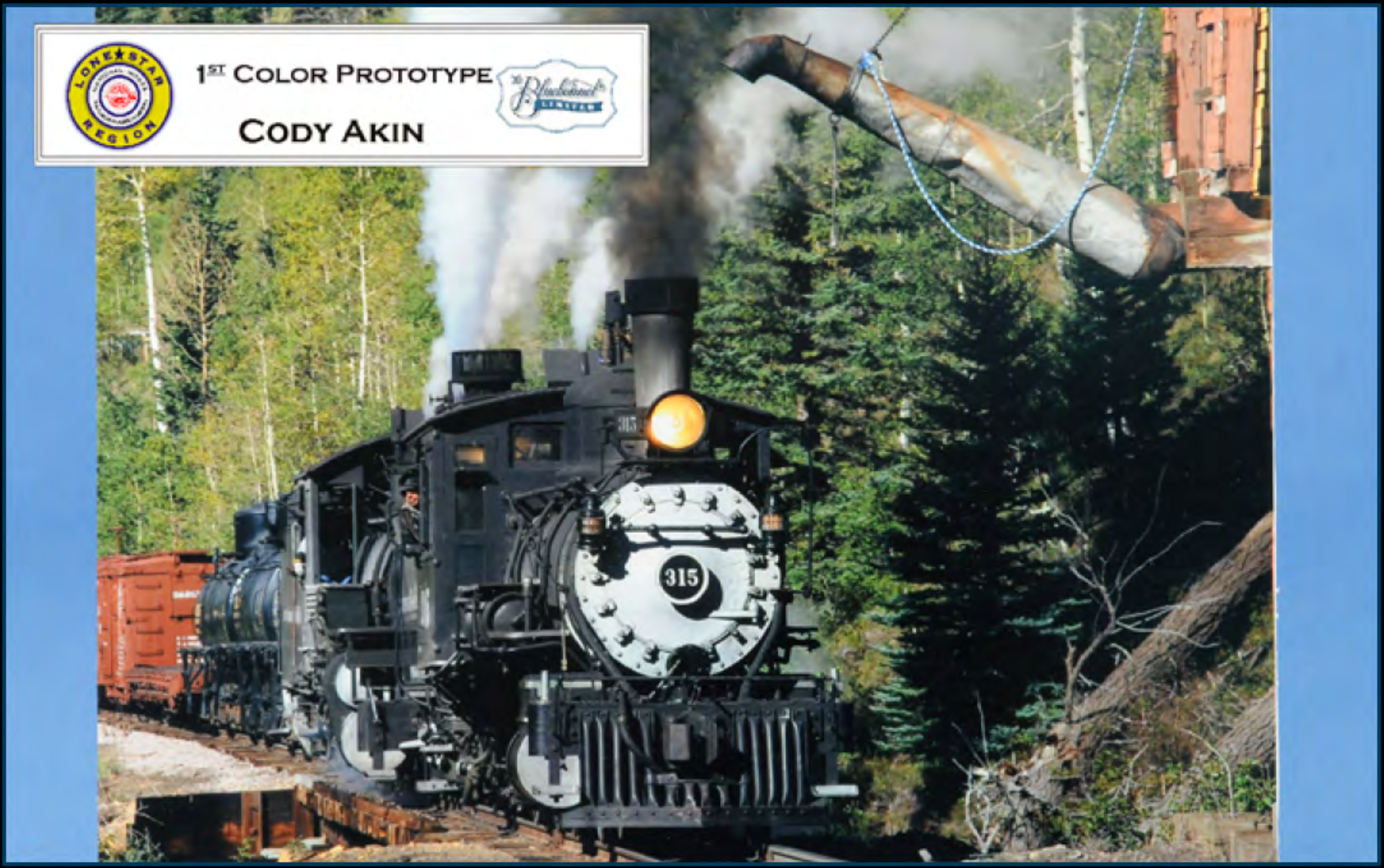
1ST CABOOSES

BILL MCCALL



1ST FREIGHT CARS

CODY AKIN

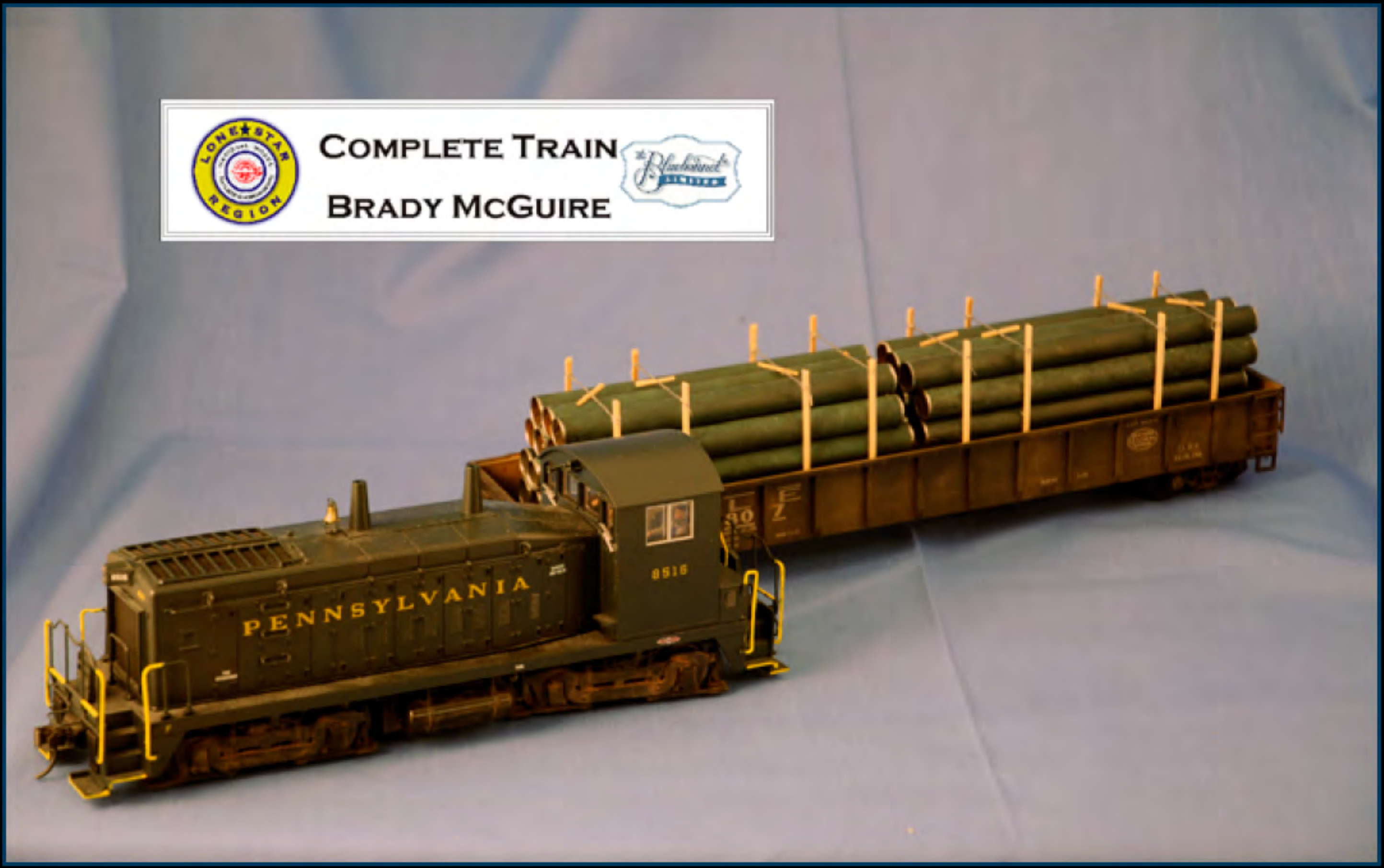

1ST COLOR PROTOTYPE

CODY AKIN

1ST DIESEL LOCOMOTIVE

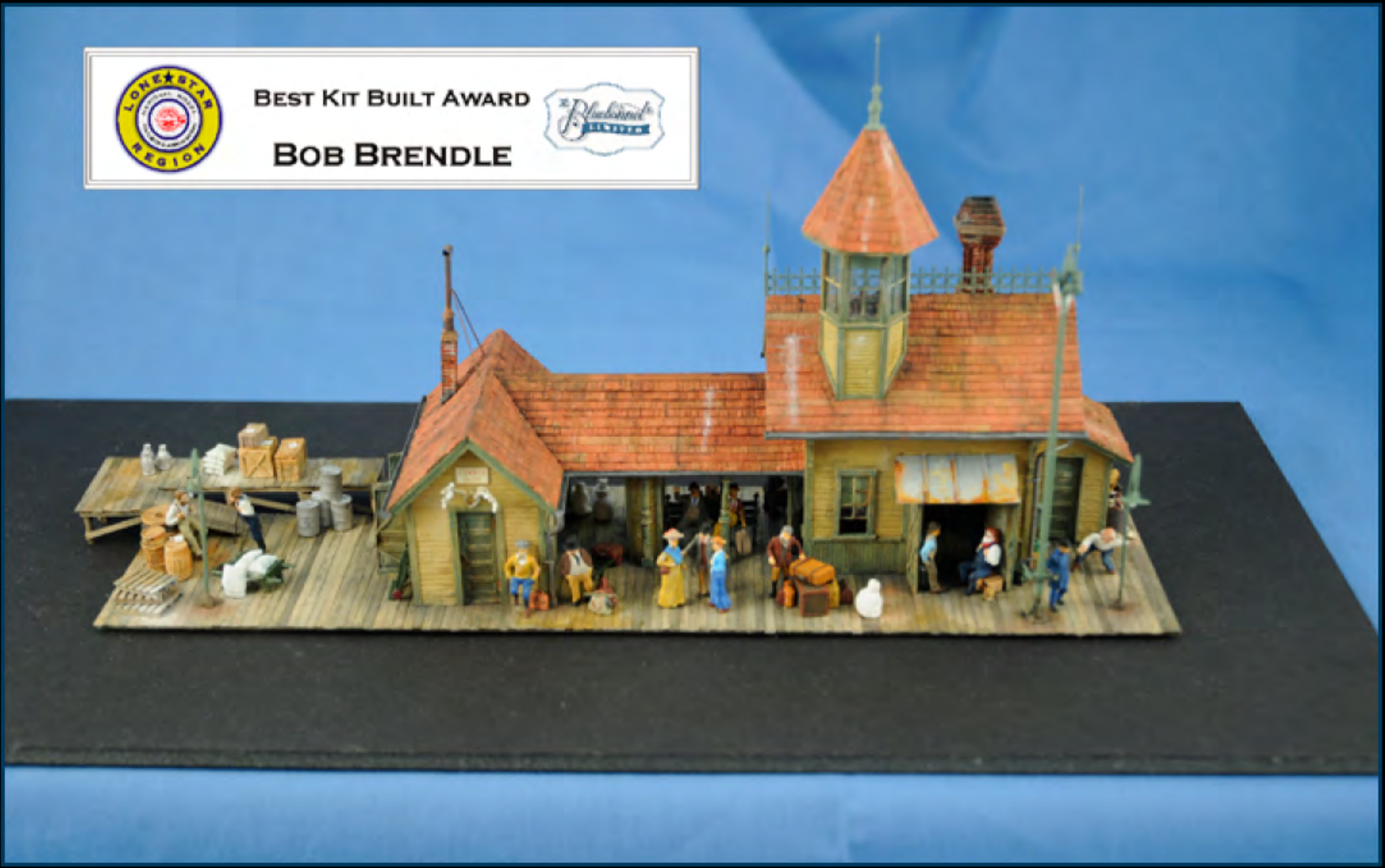
FRANK GLATZL

7219
BURLINGTON NORTHERN

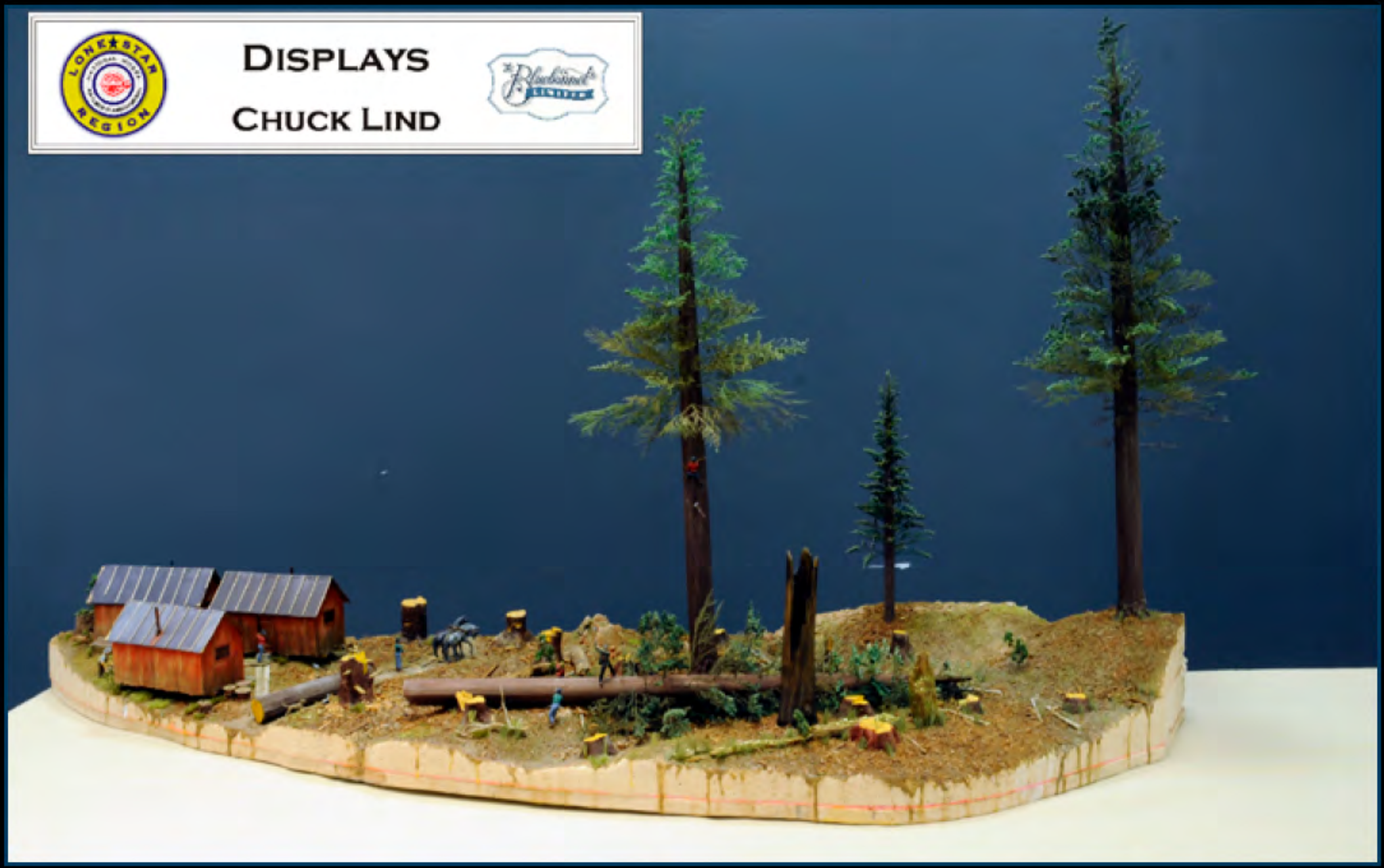

COMPLETE TRAIN

BRADY MCGUIRE

PENNSYLVANIA
8516

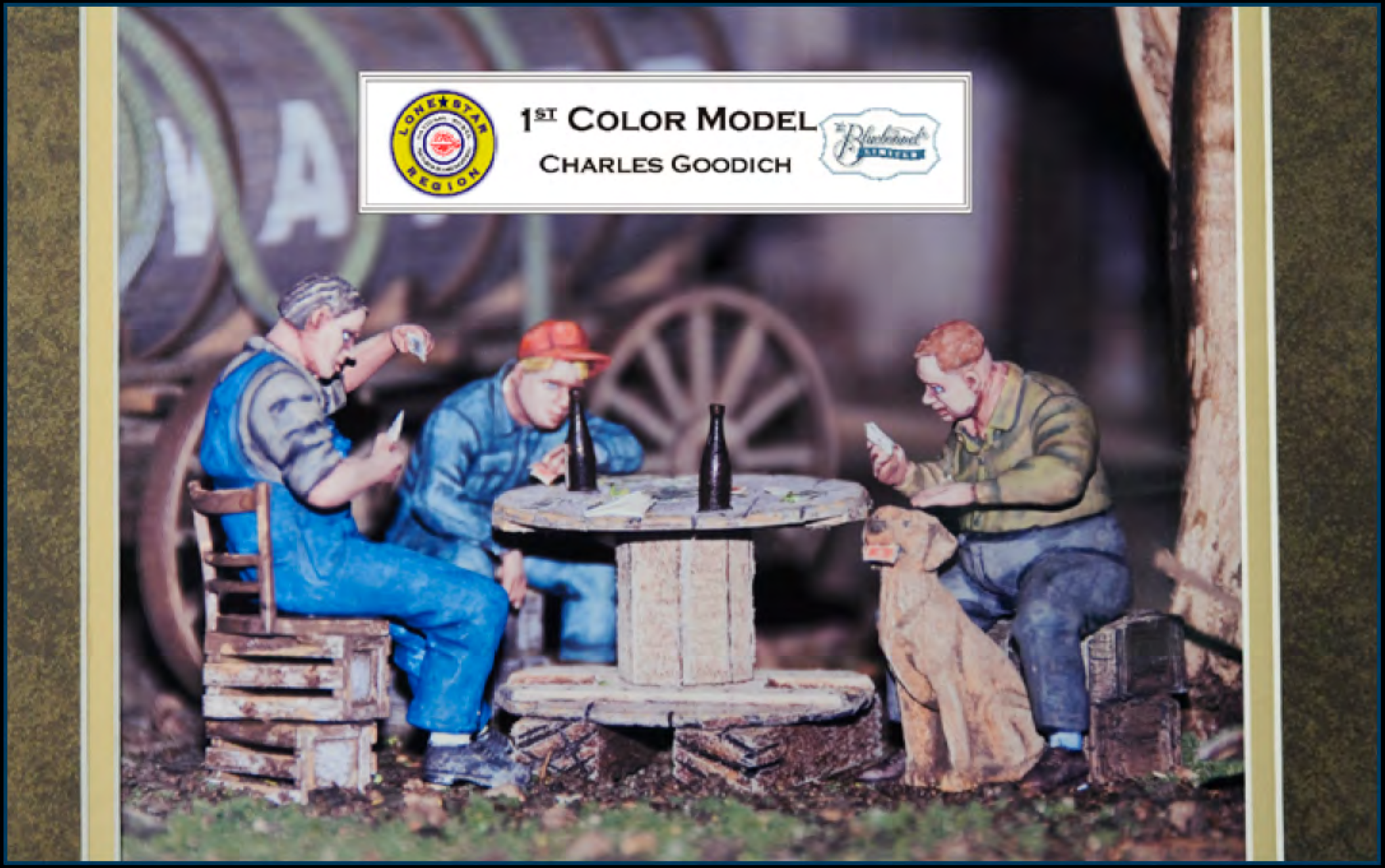

BEST KIT BUILT AWARD

BOB BRENDLE



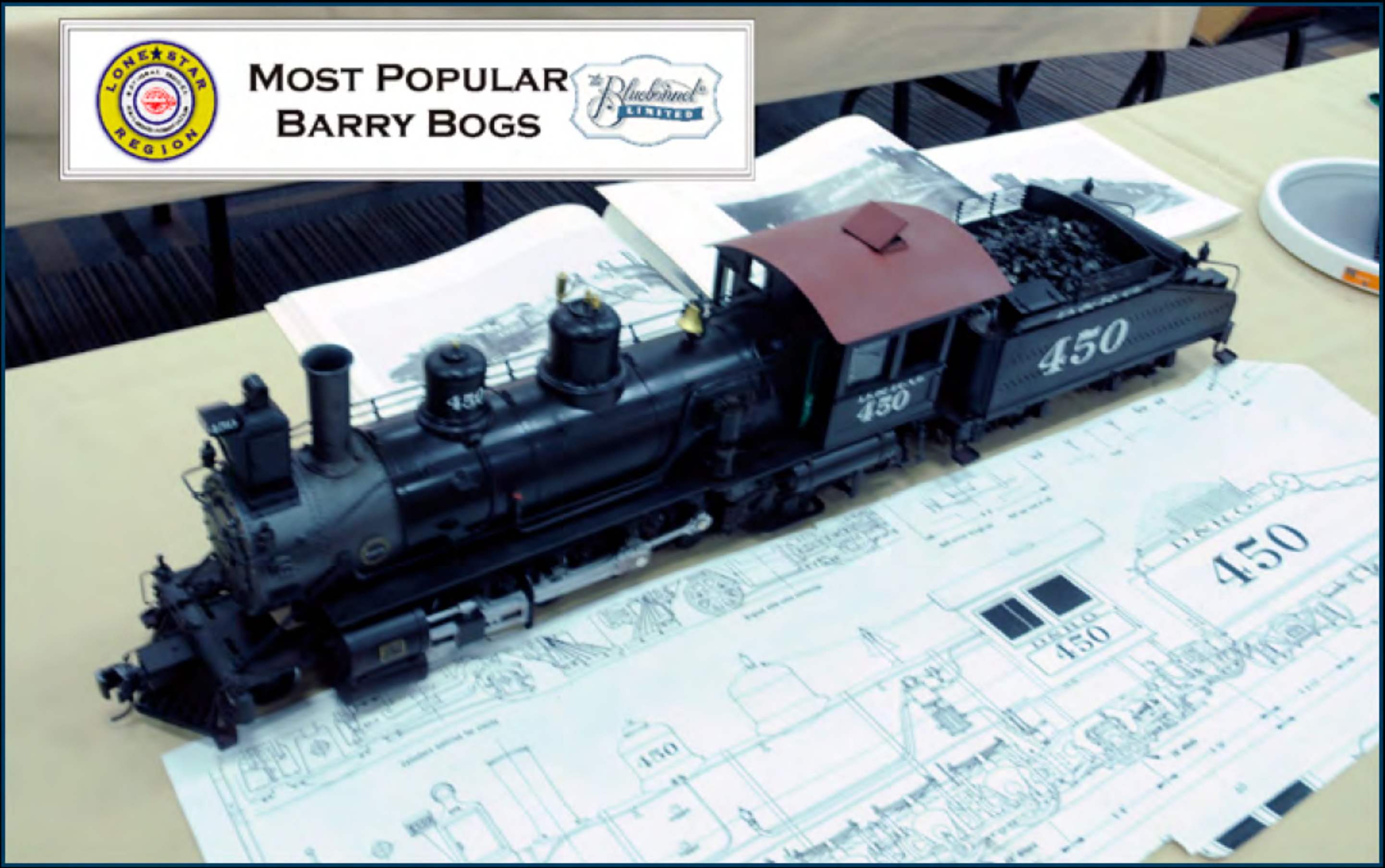
Displays

Chuck Lind



1st Color Model

Charles Goodich



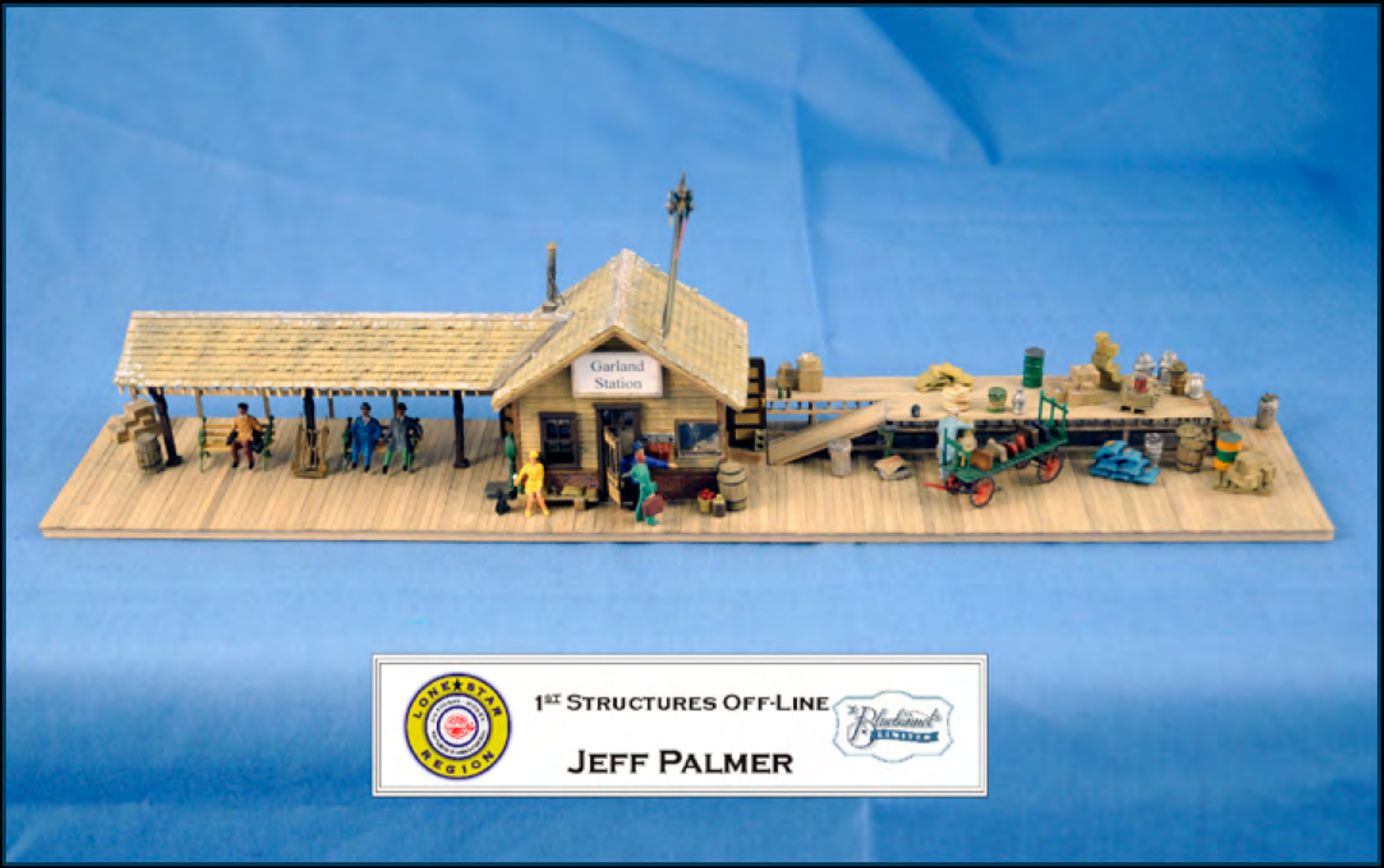
MOST POPULAR
BARRY BOGS

1ST MAINTENANCE OF WAY
CASEY AKIN

BURLINGTON NORTHERN
B N
419137

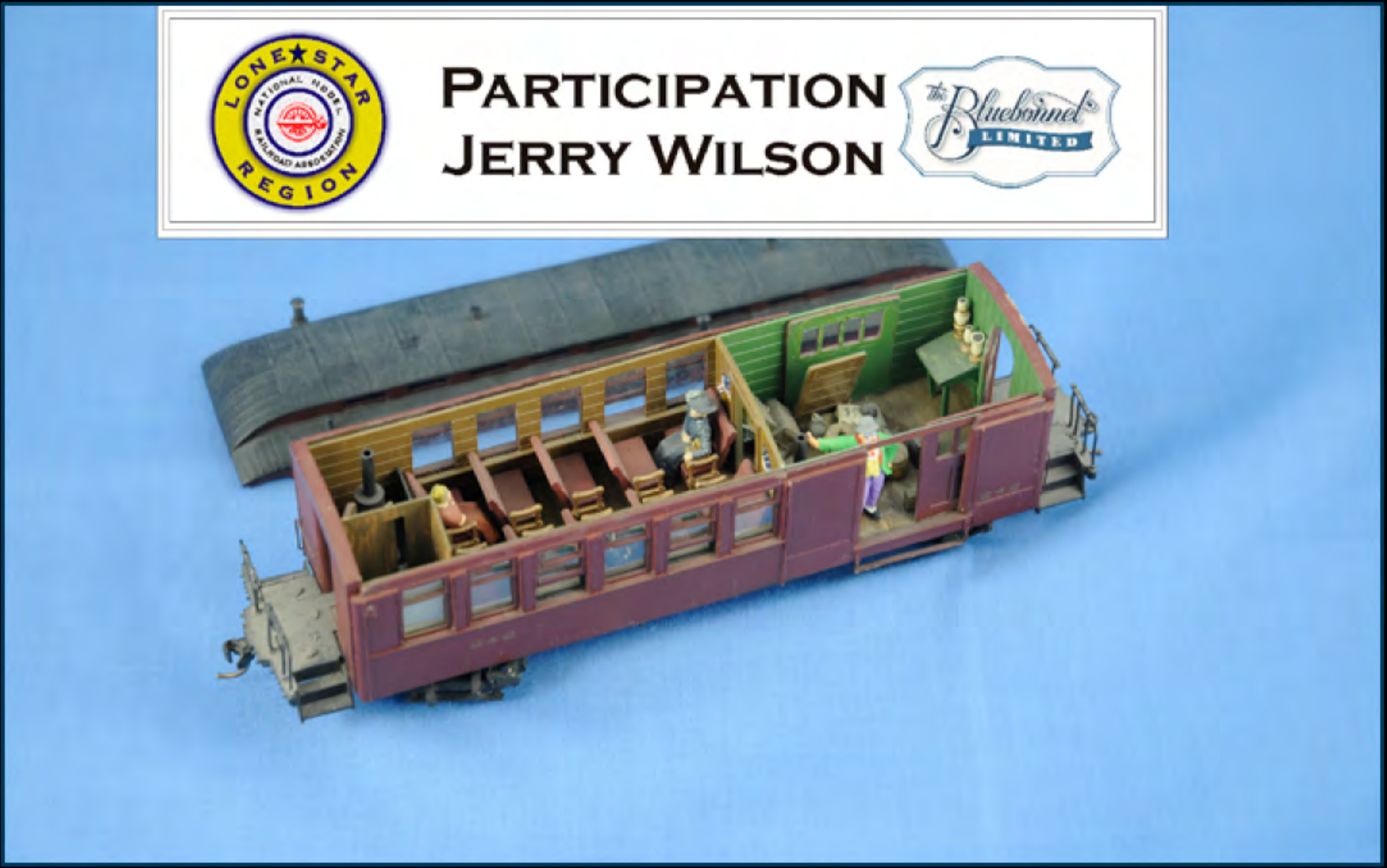
NOVICE
BEST OF SHOW
FRANK GLATZL

1ST STRUCTURES OFF-LINE
JEFF PALMER


Garland Station

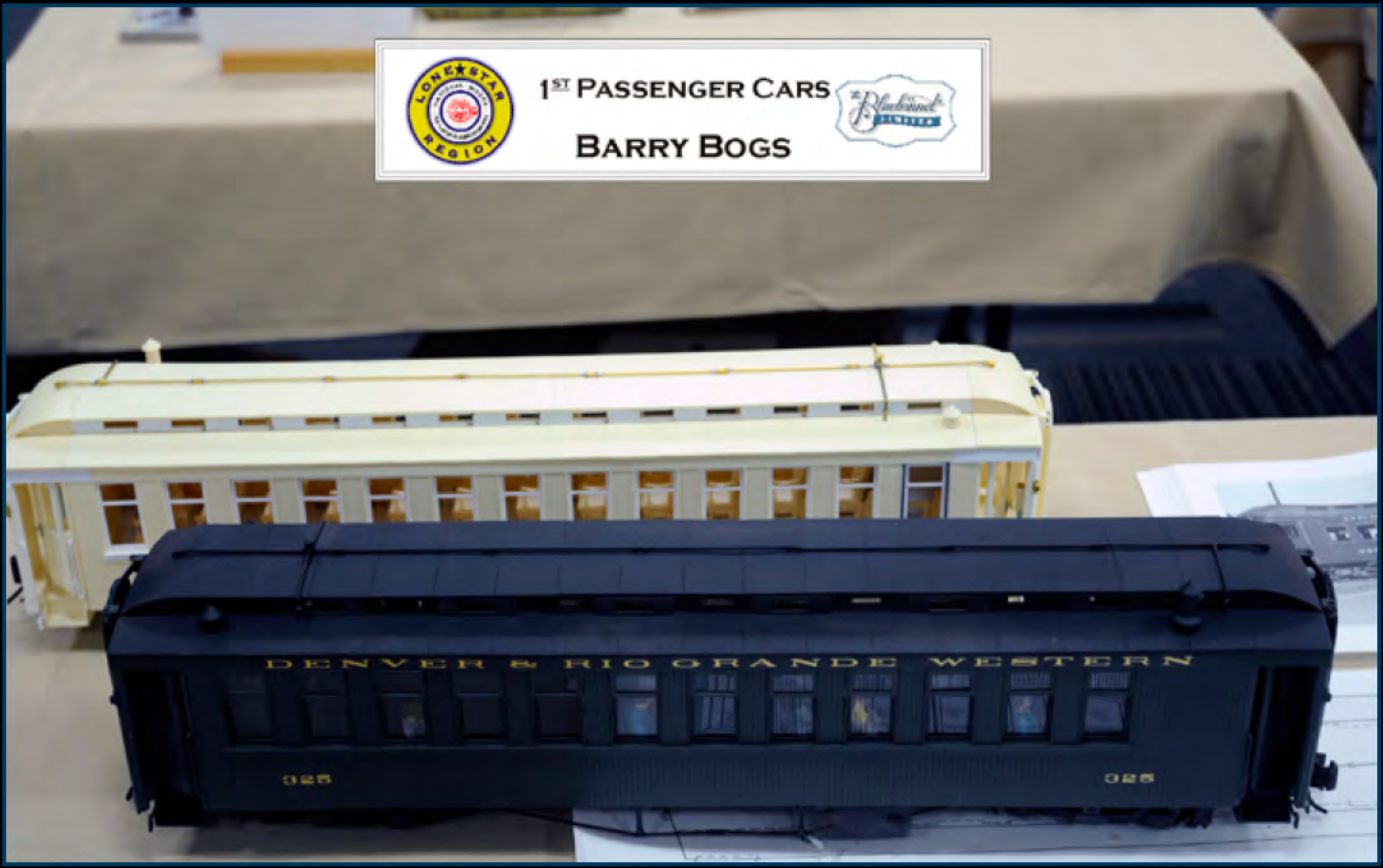
1st Structures Off-Line

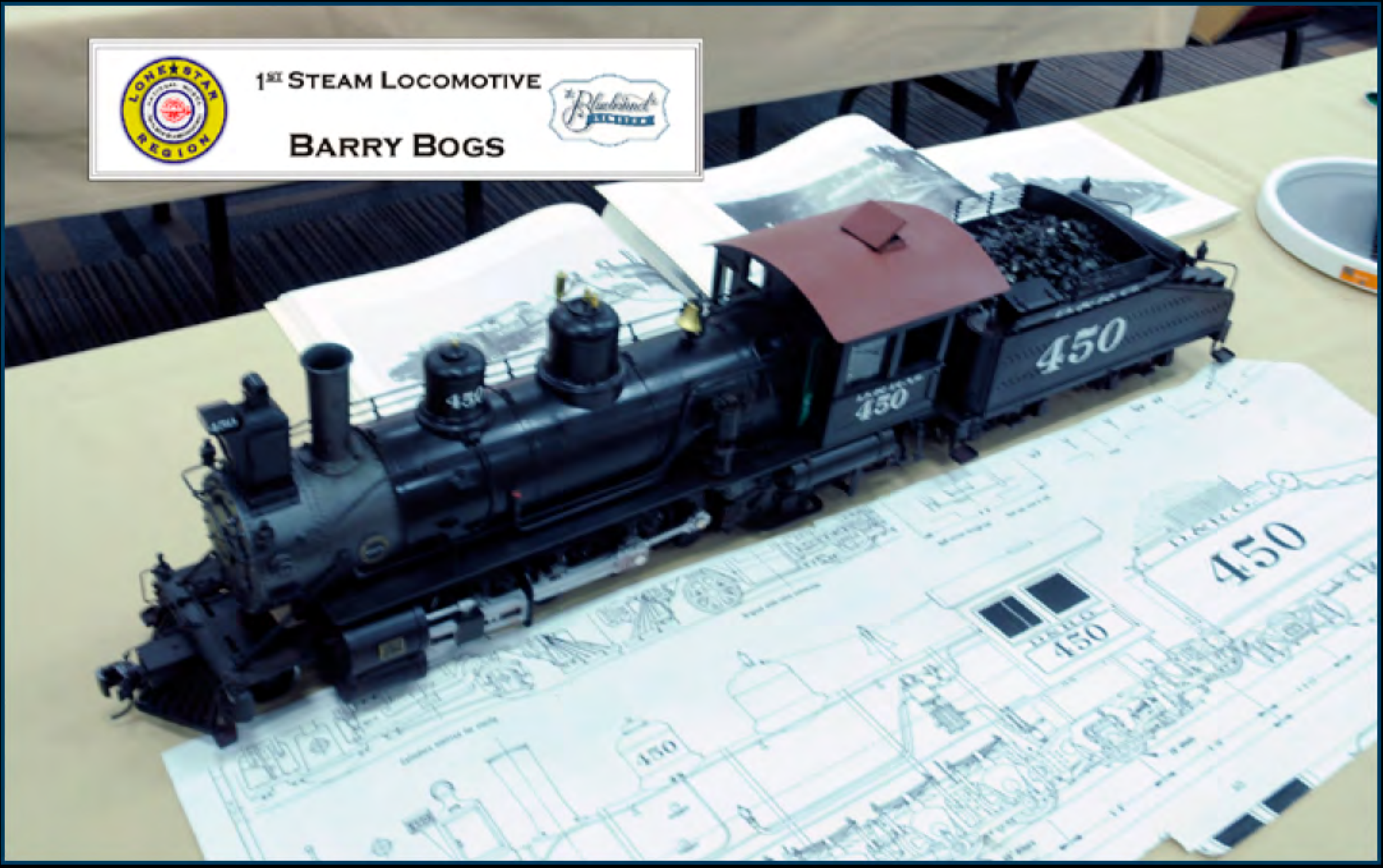
JEFF PALMER

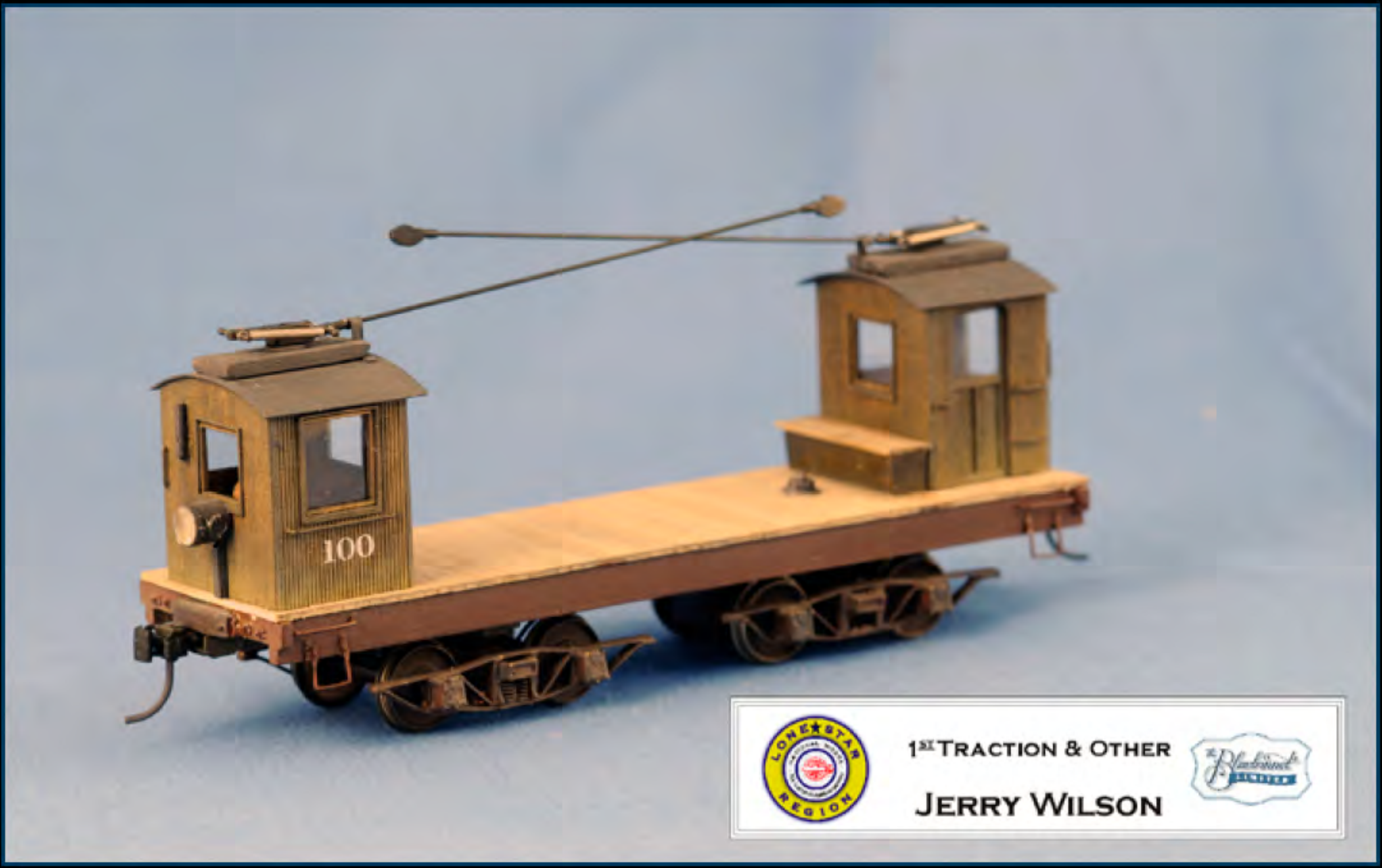


PARTICIPATION

JERRY WILSON

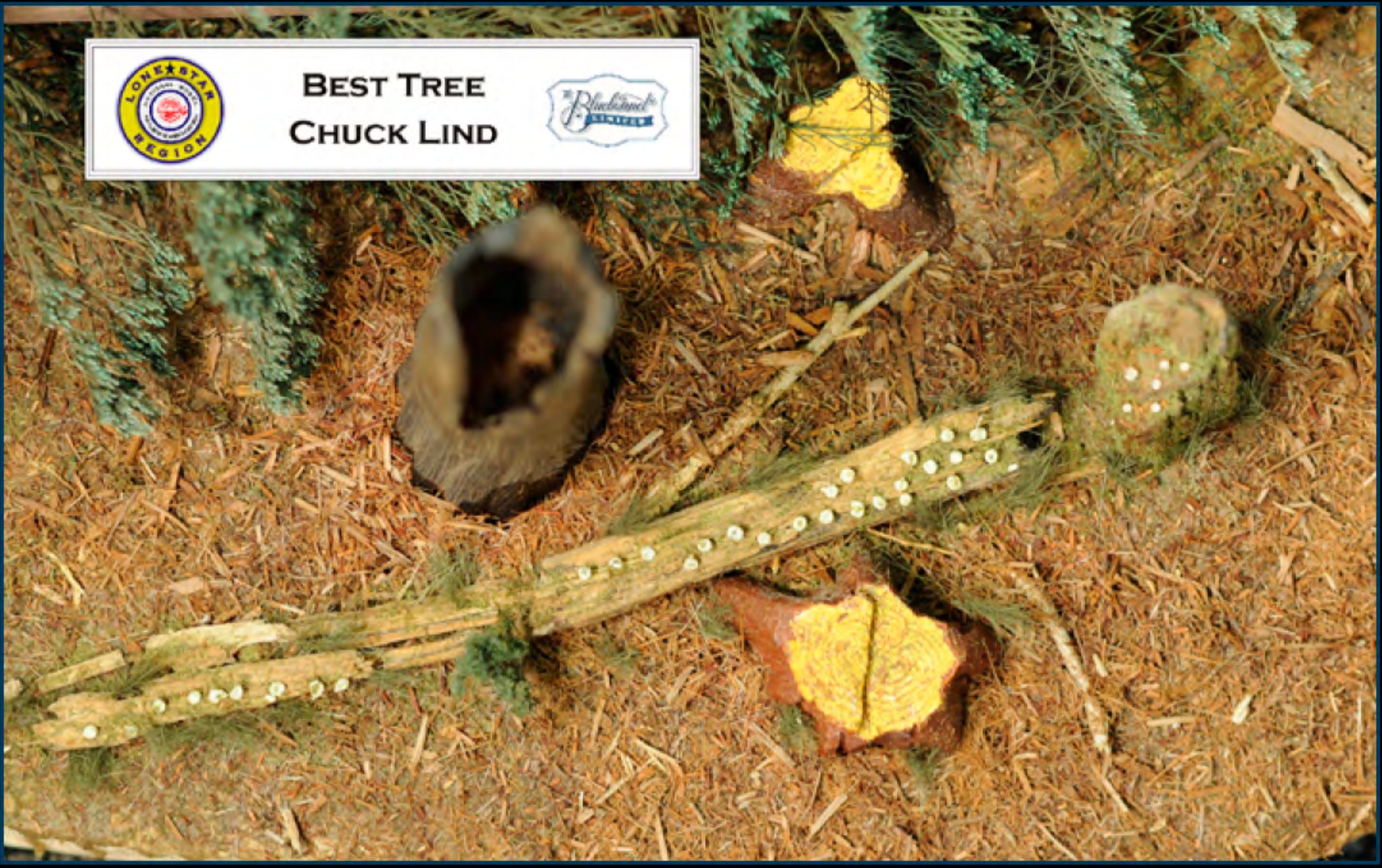

LONE STAR REGION
1ST PASSENGER CARS
BARRY BOGS
The Bluebonnet Limited
DENVER & RIO GRANDE WESTERN
325
325


LONE STAR REGION
1ST STEAM LOCOMOTIVE
BARRY BOGS
The Bluebonnet Limited
450
450
450
450



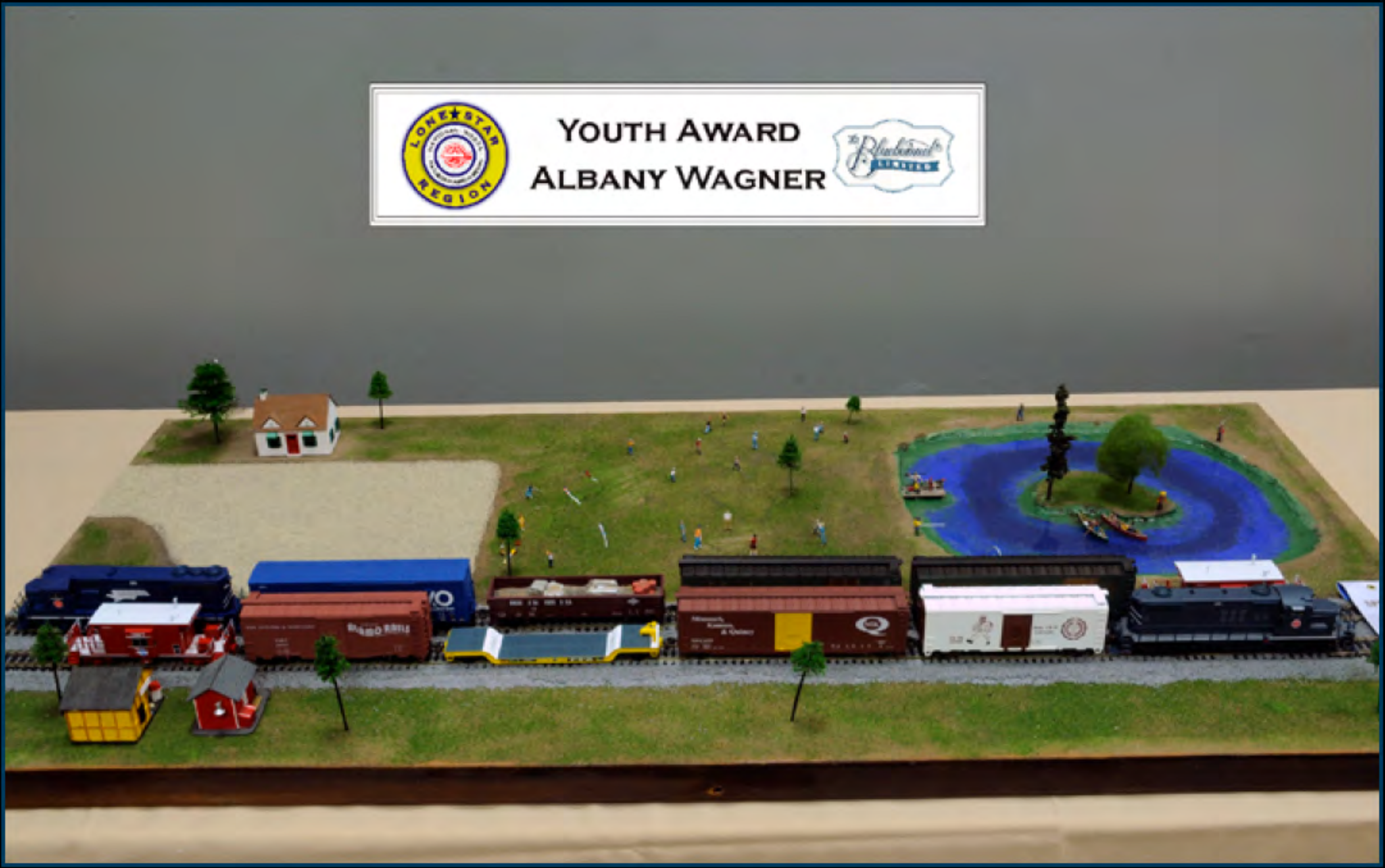
1st TRACTION & OTHER

JERRY WILSON



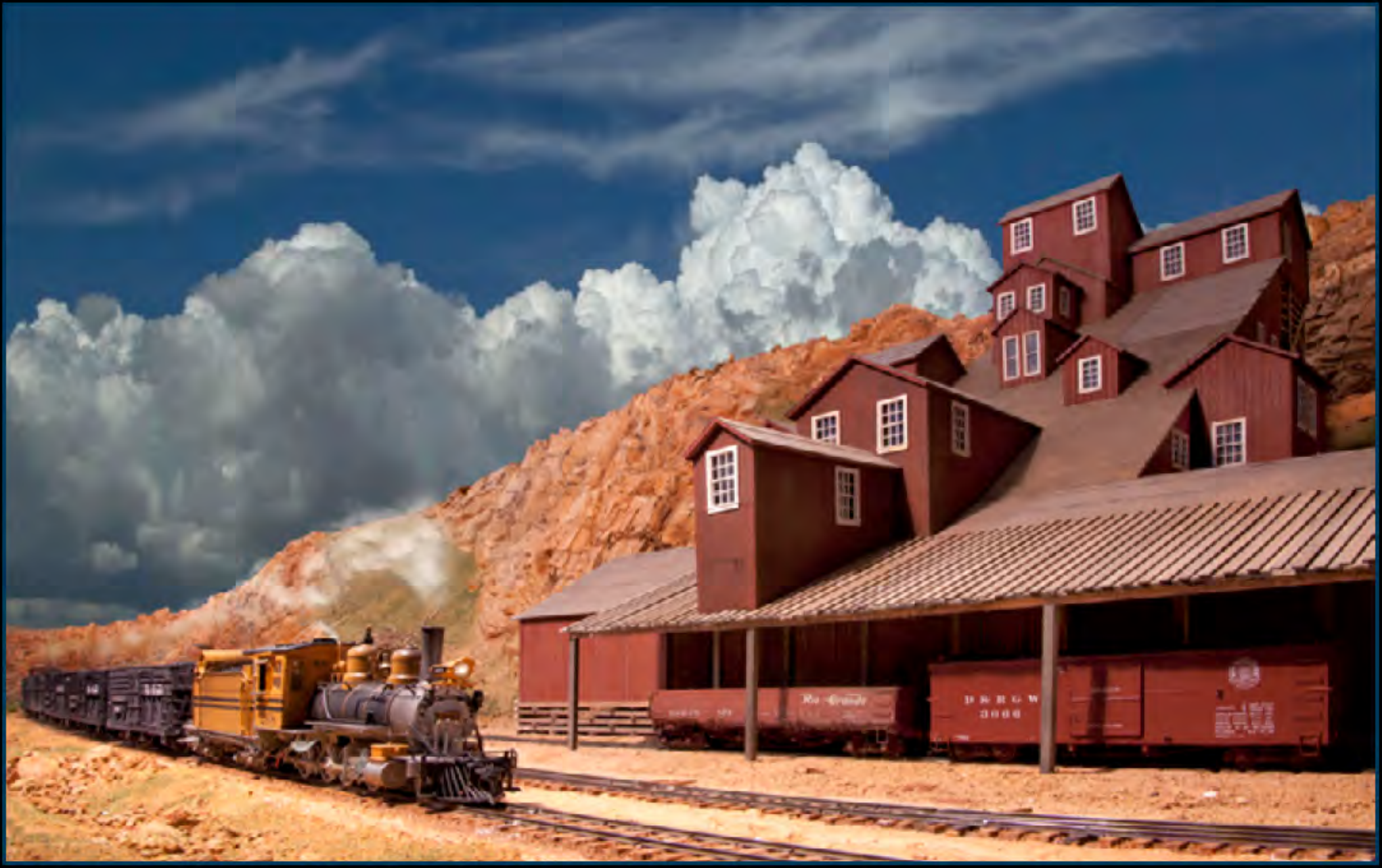
BEST TREE

CHUCK LIND


YOUTH AWARD
ALBANY WAGNER
LONE STAR REGION
The Bluebonnet LIMITED

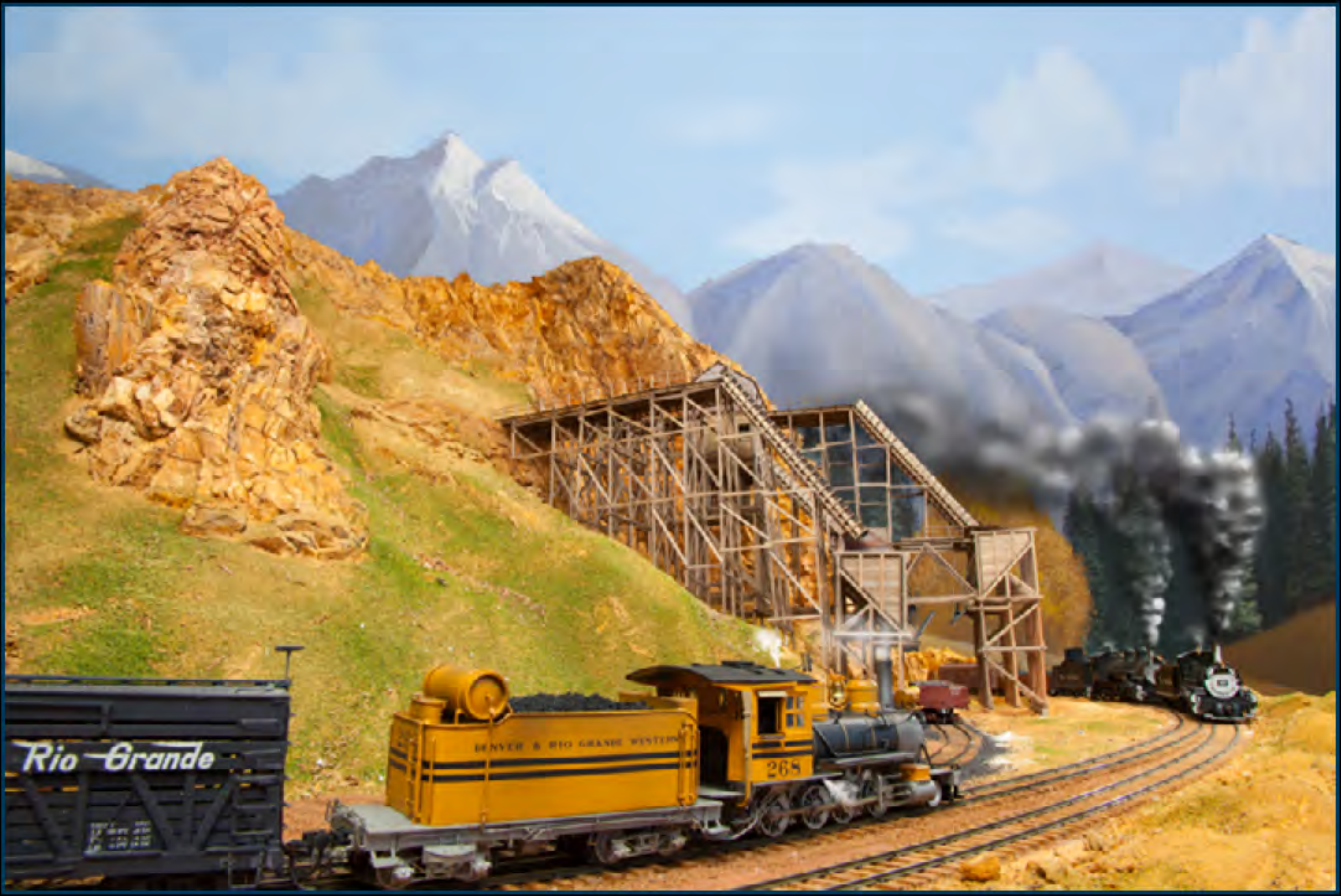
Round Town with Roy

Text and images by Roy Stockard



C-16 #268 in Bumble Bee colors drifts downhill past Pro Patria Mill toward Chama with a load of beef cattle on Jack Walton's Sn3 D&RGW. The engine, a PBL import, is weathered by Jack while the Pro Patria Mill was scratch built by Randy Smith. Jack used Bragdon Rock molds for the terrain. The sky was from the photographer's collection.

Digital Photo is by Roy Stockard. Sn3 scale modeling by Jack Walton and Randy Smith - Westlake, Texas



C-16 #268 waits on the siding while a double header lead by K-27, #463 and K-36, #490 struggles uphill past the Blue Bell Mine complex. Jack Walton modeled the terrain from plaster formed by Bragdon rock molds. He also weathered the PBL locomotives and Randy Smith scratch built the Blue Bell Mine complex. The backdrop was painted by Gary Rush.

Digital photo is by Roy Stockard. Sn3 scale modeling by Jack Walton and Randy Smith – Westlake, Texas

ANNOUNCING!!!

THE TRIUMPHANT RETURN OF *THE*

SQUARE FOOT CONTEST

The 2015 SQUARE FOOT Contest

For 2015, the LSR Model Contest will be bringing back one of the most popular Special Contests of the past few years – the Square Foot contest. If you're not familiar with it, here's the deal: Build anything you want in any scale you want… as long as it fits on a 12 inch x 12 inch display. It doesn't matter what it is: on-line or off-line; structure, bridge or whatever – the sky's the limit. Actually, the sky literally is the limit; you can go as tall as you want, just don't let it get outside that square foot!

Your Square Foot entry will be judged in the Display contest category and will be eligible for all the traditional awards up to and including Best in Show. And the entry earning the highest score will receive a plaque as Square Foot Contest winner!

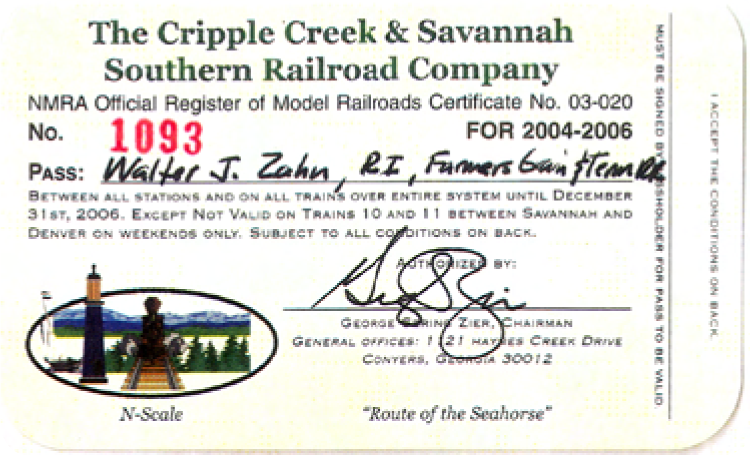
But wait, there's more! If you choose to feature an outhouse in your entry it'll also be eligible for the Square Foot contest at the National Narrow Gauge Convention to be held in Houston, September 2-5, 2015. All the same rules apply as for the LSR's version, except that the primary subject is to be an outhouse.

So put on your brainstorming cap, let your imagination go and start thinking INside the box! This contest'll be fun!

If you have any questions, contact the LSR Contest co-chairs:

Chuck Lind
979-219-3305
chucklind46@gmail.com

Loren Neufeld
713-962-4035
lorenmr@aol.com



The Cripple Creek & Savannah Southern Railroad Company

NMRA Official Register of Model Railroads Certificate No. 03-020

No. 1093 FOR 2004-2006

PASS: Walter J. Zahn, RI, Farmers Bran [illegible]

BETWEEN ALL STATIONS AND ON ALL TRAINS OVER ENTIRE SYSTEM UNTIL DECEMBER 31ST, 2006. EXCEPT NOT VALID ON TRAINS 10 AND 11 BETWEEN SAVANNAH AND DENVER ON WEEKENDS ONLY. SUBJECT TO ALL CONDITIONS ON BACK.

AUTHORIZED BY:

GEORGE [illegible] ZIER, CHAIRMAN
GENERAL OFFICES: 1[illegible]21 HAYNES CREEK DRIVE
CONYERS, GEORGIA 30012

N-Scale

"Route of the Seahorse"

MUST BE SIGNED BY PASSHOLDER FOR PASS TO BE VALID

I ACCEPT THE CONDITIONS ON BACK.

This quarter's pass is printed on quality card stock with rounded corners and attractive logo from the *Cripple Creek and Savannah Southern Railroad Company* operated by George S. Zier, Chairman. Reach him by mail at 41121 Haynes Creek Drive, Conyers, Georgia, 30012.

Pass Exchange

Headed by Walter Zahn

The Pass Exchange Program is yet another fun way to connect to other model railroaders through printed ephemera you have created. Railroad passes were distributed by railroads to their employees, associates and partners as well as employees of other railroads for courtesy travel on their system. Many modelers recreate this tradition by printing and distributing passes for their own railways as a way to extend and share their modeling efforts.

Here's how it works

Walter Zahn continues to spearhead the Pass Exchange Program for the LSR. To participate in the program, send Walter two of your passes, and in return you will receive a pass and a list of active pass exchangers. Walter will review the passes he receives and share one in each issue of *ML*.

Send passes and any questions or inquiries to:

Walter Zahn
3309 Point East Drive
Mesquite, Texas 75150-2645

TexLa Doodlebug

Beaumont, TX
July 22-25, 2015

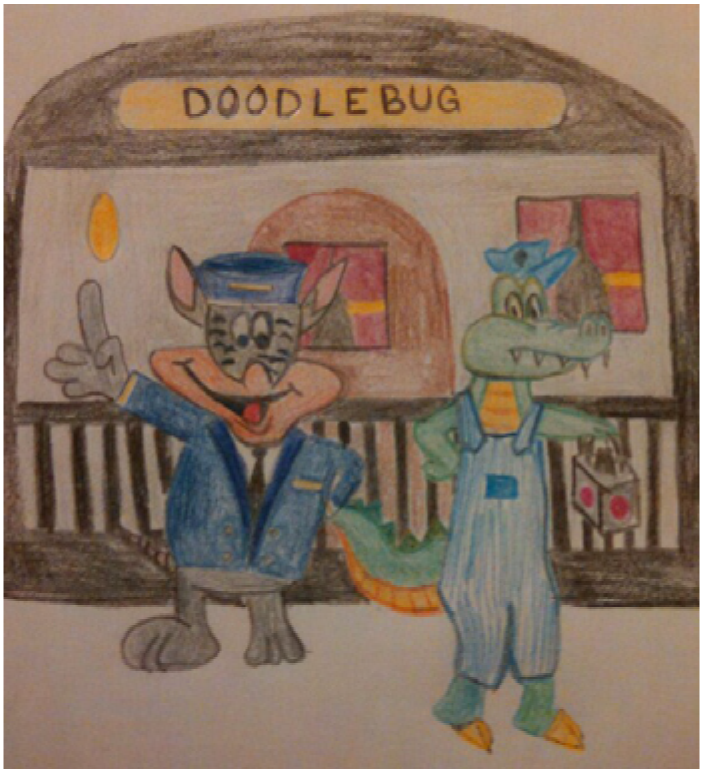
George Bohn

Greetings from southeast Texas from Tex and Al. Tex and Al are the mascot hosts for the 2015 LSR Convention "TexLa Doodlebug" to be held in Beaumont on July 22-25, 2015. The guys want to let everyone know that we will be gathering at the Holiday Inn Plaza off Walden Road in Beaumont for our event. The room rates will be $95 per night and every guest in each room will receive a $10 breakfast buffet coupon.

Tex and Al have secured Dr. John B. McCall to be the keynote speaker and one of the convention clinicians. Dr. McCall is a foremost authority on the Santa Fe, especially Doodlebugs. He has written several books on the Santa Fe Railroad.

Tex says that Al has begun working on getting a convention website up and in the near future we will unveil it for everyone to see. All of the convention group are working on putting together some of the best clinics and tours possible. There will also be operating sessions at the hotel on quite a few modular layouts we hope to have set up.

Al is working with Tex to also set up a Cajun cuisine night for everyone so they can enjoy some of the culture and food from southeast Texas and southwest Louisiana. Both of our hosts are looking at several options for some prototypical tours at this time and we will announce these when plans are finalized. There may also be a surprise way to attend this convention for the North Texas members also, watch for more details.



Non-rail activity planning is moving forward also. Several tours in this historic part of Texas are being looked into along with quite a few interesting clinics to attend. With casinos just over the Sabine River in Louisiana, some bus trips for those who should want to try this will also be available.

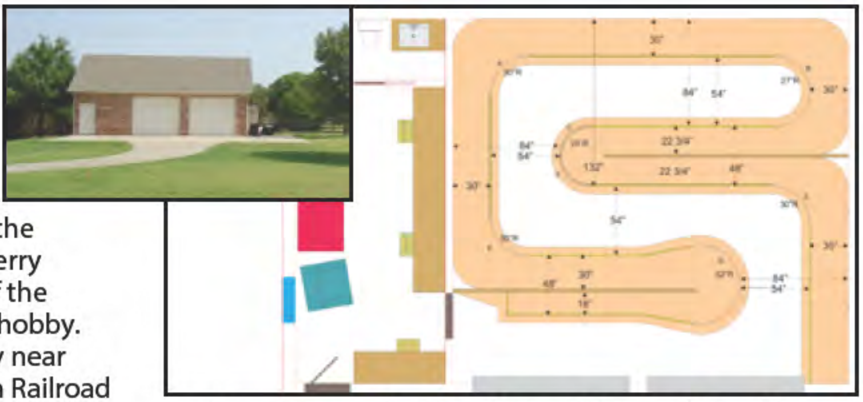
Stay tuned for more information from Tex and Al as we get closer to the time for TexLa Doodlebug.

Division 3 Achievement Program Award Winners

Text by Gert "Speed" Muller

The August Division 3 meeting was held at the beautiful new home of our division 3 director, Jerry Hoverson. He has a large building in the back of the property, all planned for the use of our favorite hobby.

Mike Martin gave some insight into the very near future planned for the Museum of the American Railroad in Frisco. And again, Jerry Hoverson presented AP Awards to Division 3 members.



Jerry's new layout and building. Photo and drawing by Jerry Hoverson

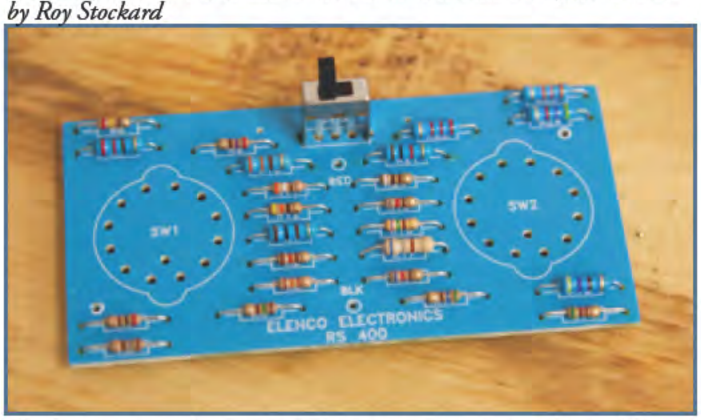
Mike Mackey received his long awaited National AP Awards for Association Volunteer, Master Builder - Scenery and Model Railroad Author. Photo by Roy Stockard

Leon Bangma, aka Lee, received his National AP Awards for Model Railroad Engineer – Electrical, presented by Jerry Hoverson. Photo by Roy Stockard

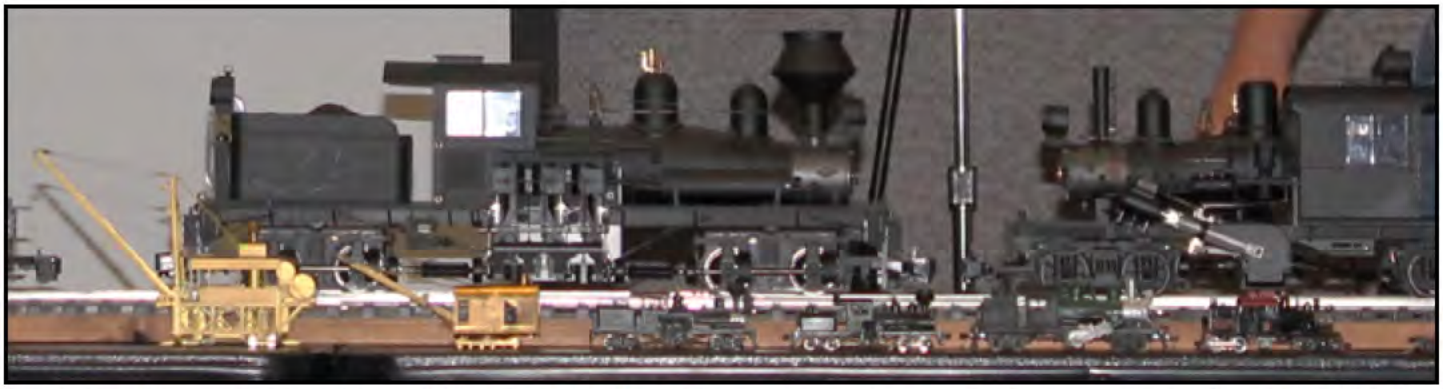
Jerry Hoverson presented to Jeff Palmer his Regional AP Merit Award for Master Builder – Cars. Photo by Roy Stockard

The Linda S. Little Award presented to Jan Kutch for her outstanding modeling skills shown at the Round Rock Convention in June. Photo by Roy Stockard

Under guidance of Leonard and Roy, almost 25 members built (soldered and assembled) a resistance box. Photo by Roy Stockard

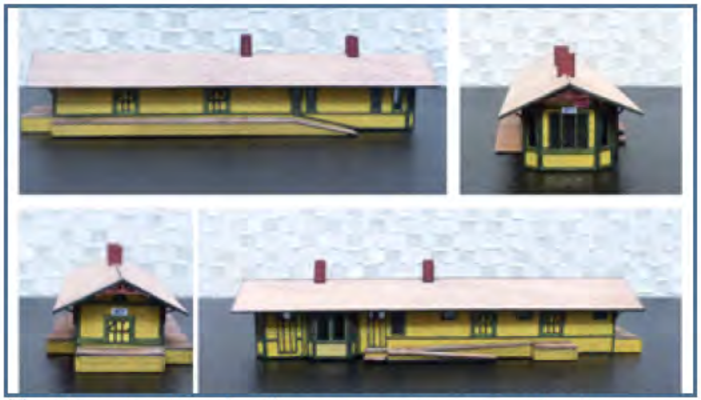


The box is to use when testing what size resistor you might need for an LED or lamp in your equipment or somewhere else on the layout. Photos by Roy Stockard



The Division 3 meeting in September was held at the Garland South Library where Bart presented a clinic on logging and the railroad. Photo by Richard Hare

Duane Richardson presented to Jeff Palmer his National AP Merit Award for Master Builder – Cars. Photo by Richard Hare



Tom Browning showed us the magic you can create with a laser cutter in Z Scale. He had quite a few examples of the stages it took to build the Station in West, Texas, as well as some of the jigs he designed and built to accomplish the task. Photo by Donna Orr

Mark LaChey showed his D&RGW #6014 flat car. Photo by Richard Hare

Mark LaChey, Duane Richardson and a few other modelers won the Sn3 Modeler Award for the Best S Scale Model in Kansas City at the 34th Annual Narrow Gauge Convention in early September! Photo by Richard Hare

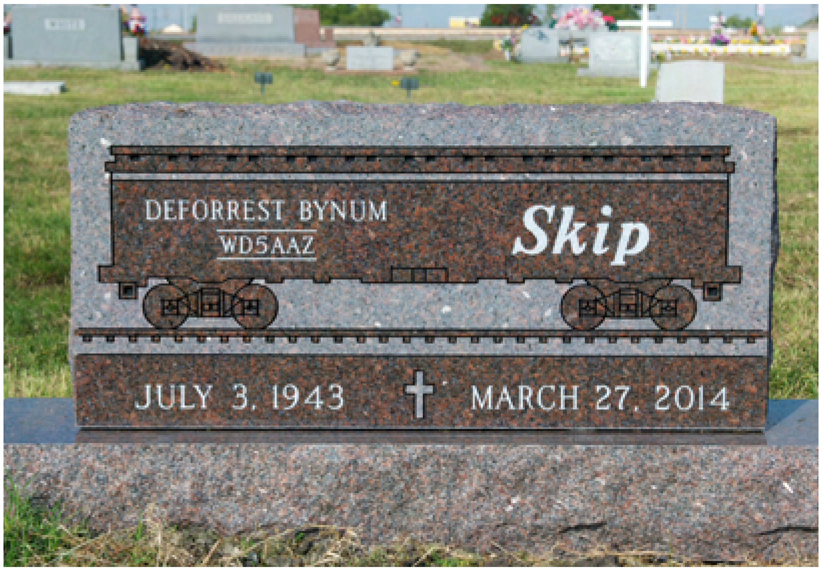
PHANTOM
ICE

Lee Bangma showed us a passenger car that I believe he built in the 60's and now super detailed it with even real chains at the doors. He also showed the Phantom Ice House he built and even had photos from way back when, matching the model. Photo by Richard Hare

And all the models shown - some even in brass for Bart's logging clinic. Photo by Richard Hare

Skip Bynum remembered

by Marc LaChey



In March 2014, Model Railroader and NMRA member, Skip Bynum passed away. The circumstances surrounding his passing garnered coverage from the media as Skip was branded as a "hoarder" who died alone. But the media didn't really know our friend, Skip.

In addition to his faithful involvement at Ridgecrest Baptist Church and his participation with a local Ham Radio Club, Skip was also an avid model railroader. Skip had been a member of the Spring Creek Model Railroad Club for the past twenty or so years. Skip was a constant feature at all of the club meetings and could always be counted upon to "be there" when ever the call went out for a meeting or set up of the club layout. Skip was also a bright face at area Model Railroad Shows around DFW. Skip always had a smile and never had a harsh word to say about anyone. His attitude and warm manor were clear evidence of his faith.

While Skip had been a long time member of the NMRA (National Model Railroad Association), his level of participation had increased quite a bit over the last several years prior to his death. What was interesting is that at the beginning of his attendance at local Division 3 meetings, Skip would quietly sit at the back of the room and not say much. Finally, at one meeting Skip brought a model of a structure that he was building out of card stock for the "show and tell" portion of the meeting. It is customary for modelers bringing items for 'show and tell" to get up and describe their project. Skip was very reluctant to get up in front of the group that first time. But he was persuaded to come up before the group and share his work. From then on, Skip regularly brought interesting projects to Division 3 meetings and demonstrated growing confidence in discussing his work in front of his peers.

During Skip's years with the Spring Creek Model Railroad Club, Leo Gregg and Deborah Bartimus, also SCRR members developed a friendship with Skip. It was Leo and Deb who first recognized something was wrong when Skip failed to make a monthly meeting of the Spring Creek Railroad Club. Leo & Deb stopped by Skip's home to check on him, but was unable to raise a response to his knock on the door. Although Skip's car was in the drive, Leo & Deb assumed that Skip was just away from home. But after a few more days, Leo & Deb's concern about Skip grew. Leo & Deb went back to Skip's home to check on him. They knew that Skip had a small dog as a pet and that Skip would never leave his dog, Buddy for long. When once again Leo & Deb could not raise a response at Skip's home, they called the Fire Department.

It was only after the Fire Department forced their way into Skip's home that the suspicions of what might have occurred became reality. Leo & Deb took Skip's dog, Buddy home and adopted him. Buddy remains with Leo & Deb today.

At the same time that Leo & Deb were taking action to check on their friend, members of Division 3 of the NMRA were puzzled when Skip did not attend the meeting in March, 2014. We all thought it odd that Skip was not there, but thought perhaps some other activity had kept him away. Only after hearing the story in the media about a so called "hoarder" who lived on Martel Street having been found dead, did several of us from Division 3 connect the dots and realize that the person being discussed might be our friend, Skip Bynum. Knowing that Leo Gregg was the best connection with Skip, I called Leo and confirmed that it was Skip Bynum being talked about in the media.

Leo had already spoken to Greg Byrd, Pastor at Ridgecrest Baptist Church. So we knew that plans were being made for a memorial service to honor Skip, but there was no clear answer about what would happen to Skip's remains or a burial. Leo Gregg had spoken to the Medical Examiner's office and was told that the county would dispose of the remains in an unmarked "pauper's grave" if no one claimed the body. Upon hearing that news, several of us in the Division 3 community thought to ourselves that we needed to do something.

So, two things began to take place. First, another member of the model railroad community, Kenny Collins, who had worked in the funeral home business in years past contacted the Medical Examiner's office. When no family member came forward to claim the remains, the Medical Examiner agreed to release the remains to Leo Gregg. Arrangements had been made with a funeral home to provide a coffin and a plot was obtained in the Royse City, TX cemetery. Kenny Collins and another local model railroader, Danny Cryer took custody of Skip's remains and performed his burial. By coincidence, Skip's remains were interned at the same hour as many of us gathered for the memorial service at Ridgecrest Baptist Church.

But the second thing that needed to occur was to raise funds to pay for the burial. An email campaign was started to solicit donations from the model railroad community to cover the cost of the burial. Very quickly we gathered sufficient funds to cover the cost of the burial. As additional funds were received, we began to wonder if we could fund the cost of a marker for Skips burial site? Sure enough, as donations continued to be received, we realized that the purchase of a marker was indeed possible. Leo Gregg, Deb Bartimus, Marc LaChey and Kenny Collins meet with the funeral home and talked about what we could do in the way of a marker to honor Skip's life. After some initial design work done by Kenny Collins and review of proofs from the granite supplier, a final design was approved. Payment was made and the marker was ordered. The marker was set at Skip's grave site on September 10th.

A Dallas Morning News Columnist said in a recent column that Skip died alone, and in some respects that is true. But Skip's passing from this world did not go unnoticed. The following people contributed funds and took action to make sure that Skip will be remembered:

Marc LaChey
Jeff Palmer
Chuck Fink
George Schilp
Kevin Valentine
Jan Kutch
Donna Orr
Roy Stockard
Ron Ford
Nelson Cain
Division 3, LSR, NMRA
Jerry Hoverson
Tom Browning
Joe Leising
Charles Brown
Brady McGuire
Ken Towery
Weldon Nash
Don Heaton
Ed Romanowski
Jeff Liedl
Melvin & Brenda Sanders
Jose Cardenas
Don Winn
Michael Calleia
Rodney Doster
Bill McPherson
Bob Thomason
Ronald Jordan
Hank Green
Lawrence Wafford
Spring Creek Model Railroad Club
Larry Swigert
Danny Cryer
Kenny Collins
Leo Gregg

In the movie *It's a Wonderful Life*, Clarence the Angel told George Bailey, "no man is a failure who has friends". Skip's life was success.

Director Reports

Cowcatcher Division 1

by Chris Atkins
chris@railroadermodelers.com
214.222.1285
cowcatcherdivision.com

Hi all,

As the temperatures cool off, it's once again time to start thinking about getting some work done on the layout. I hope you all have a chance to get out in the train room and run some trains or build some models. For me, I'm starting to get serious about getting my new train room ready and putting up some bench work.

The Texas Western Model Railroad Club hosted us once again in July. Jim "Speed" Mueller brought his Form 1 3D printer with him and presented a clinic on choosing a 3D printer and showed some of his projects. Stan Pirzchalski also showed a video he made of his layout.

In September, Stan Pirzchalski hosted the division at his home on Colleyville. We had a chance to see his beautiful layout in person and I presented a clinic on various microcontrollers that are available and showed a couple projects that I am working on.

The Texas Western also had their first annual Train Show at the Forrest Hill Civic and Convention Center. There was a lot of excitement about the show and it attendance seemed pretty good. I look forward to the 2nd annual show in 2015.

The next meeting will be on October 15th at the Cowtown Model Railroad Club's home at the Handley Community Center at 3024 Forest Ave in Ft. Worth, TX.

It looks like we will be hosting the 2016 LSR convention in the DFW area. Our own John Garfield has stepped up to chair the convention and Mike Mackey is going to co-chair it. Think about what kind of jobs you think you can help with and let John know. I'm sure they can use any help they can get.

Take care,

Chris

Bayou Division 2

by Rod Fredericks
fredericks.rod@gmail.com
225-939-0187

Rod couldn't file a report this issue.

North East Texas Division 3

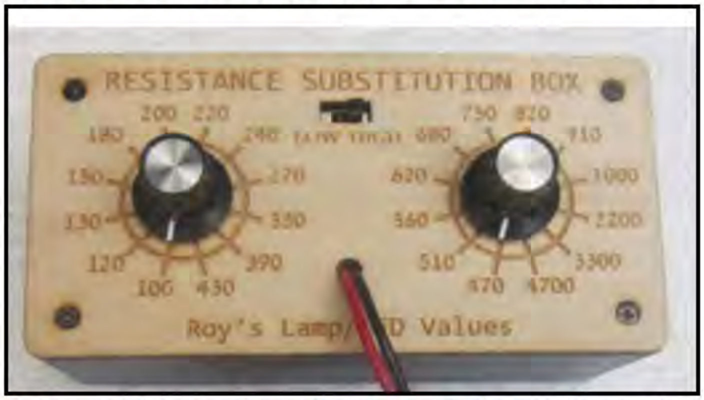
by Jerry Hoverson, MMR
jhoverson@tx.rr.com
972.540.5315

Hi all,

Winter is rapidly approaching and I hope you are lining up those modeling projects to keep you busy.

The Trinity River Division has been keeping busy, in August we did a pair of clinics, first was how to set up a phone system for dispatching your layout, second was a basic "Soldering 101"

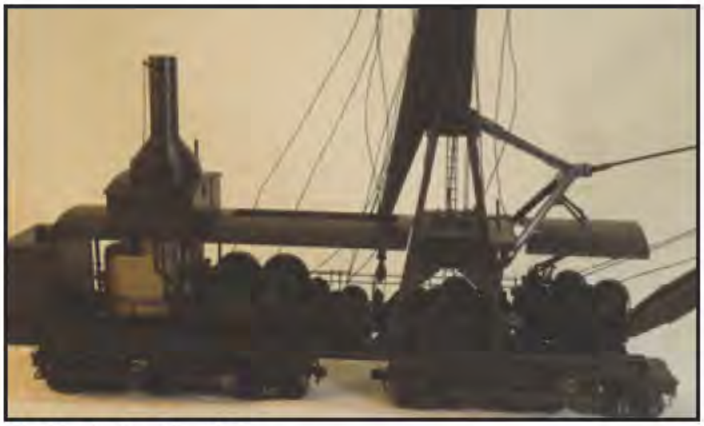
The "Soldering 101" clinic had a ulterior motive, however. In August we Leonard Siemantel and Roy Stockard lead a make and take clinic where we all built a resistance substitution box. Since our normal meeting place is the library and we couldn't really do the soldering there, I hosted the meeting at my house and we used the train room for it. I had not really gotten going on the bench work yet so the room was wide open and worked out well.



Resistance Substitution Box with custom covers that were laser cut by Gert Muller

We then took advantage of the fact that it was at the house and had BBQ Hamburgers and Hot Dogs during the break.

A dramatic re-enactment of the BBQ



Skidder by Bart Bartholomew

In September, we followed things up with an "Evolution of Logging Railroad" presentation by Bart Bartholomew

Bart brought along a bunch of his personal logging equipment for show-n-tell as part of the clinic too!

Lot's more to come but I wanted to remind everyone about our annual Christmas Party and White Elephant gift exchange in December. Watch for the meeting announcement for details!

Keep rolling down the tracks and we'll see you next time!

CenTex Division 4

by Peter Kazmir
pakazmir@gmail.com

CenTexNMRA.org

It's been a busy quarter in Division 4. The Temple Model Train Show in September and the Austin Model Railroad Jamboree in October were both great, well-run, and well-attended events. Austin in particular continues to grow as a strong area for Model Railroaders; there were thirty layouts on the Jamboree tour this year!

Our last division meeting was on September 13 at the Round Rock Library. Terry Nathan gave a presentation on Modular Layout Techniques, which was very interesting and included a good look at the numerous options and approaches to modular layouts. In addition, we had a great number of items in Show and Tell, plus our usual DCC Minute with Tom Pearson, social time, and Deal or Duds. After the meeting we toured Chuck Ellis' *Great Northwestern & Pacific Railroad* with its fabulous mountain scenery, bridges, structures, and over 10,000 trees! Pictures from the meeting including the great Show and Tell items and the *GN&P* visit are online at http://centexnmra.org/meetings/20140913.html.

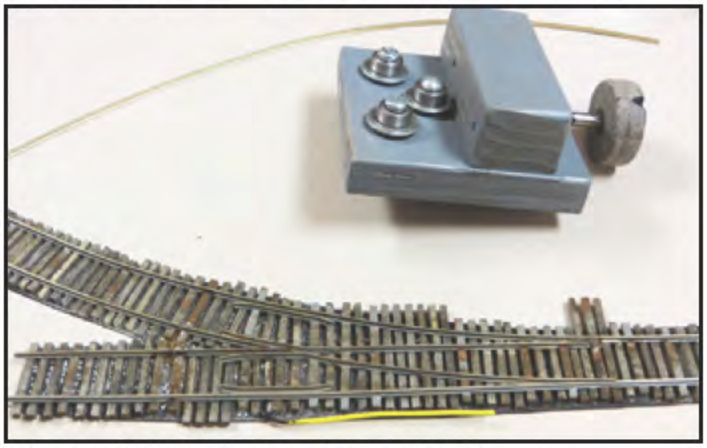
Terry Nathan gives a clinic on modular layouts

A full table of show and tell items

David Barrow, Chuck Ellis, Pete Guy, Jack Merkel, and David Nicastro have all hosted operating sessions during the past few months as well.

Our next division meeting will be on November 22 starting at 10:15 am at the Round Rock Library. Steve Nelson will be giving a clinic on modeling trees. We will have our DCC Minute with Tom Pearson, our Show and Tell Table, social time, and a special Deal or Duds. After the meeting we will be touring not one, not two, but THREE layouts: Van Henry's *Pennsylvania Railroad,* Jack Merkel's *Lone Star and Santa Fe*, and Tex Copsetta's *SP Shasta Route*, which will be featured in the 2016 issue of *Great Model Railroads*.

Tom Pearson explains away the mysteries of DCC in one minute.


John Ames' Rail-Bending Jig and Scratchbuilt Turnout

Kim Saign's Store and Truck -- that's an N-Scale rolling stock box underneath!

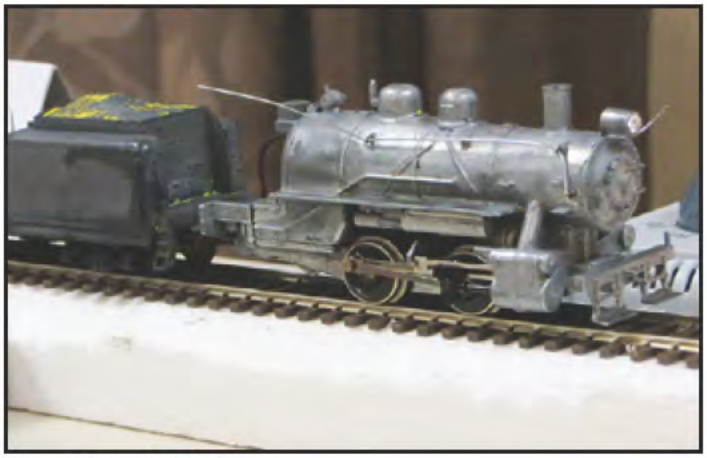
Jerry Wilson's S-CAB

Steve Jackobs' Converted Tank Car

The library is located at 216 E. Main St. in Round Rock. On I-35, exit at RR 620 (Exit 252B) and proceed East on RR 620 for a few blocks to the intersection with Main St. and continue East on Main St. for another block and half to the library on the left. A map and more information about the meeting can be found at http://centexnmra.org/meetingnotice.html.

As we close out a great year in the division, we're looking forward to even better things in 2015…but you'll have to wait until the next *Marker Lamp* to hear about those!

Brian Kistenmacher's Engine Shed


Sam Nicastro's 0-4-0

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

Dave couldn't file a report this issue.

Division 6

by Kevin Bergeman
kevin.bergeman@gmail.com
(210)488-4370

I successfully created a Yahoo! Group for the South Texas Division and invited every Division member for whom I had an email addresses. However, 11 of those email addresses came back as invalid and there are 15 members who have not provided an email address to the NMRA/Region. As I write this 29 members have joined.

I'm proposing a January 2014 Division Meet somewhere in the San Antonio Metro area; if you'd like to weigh in or help join the Yahoo! Group participate in the planning. Later in the year I'd like to try and organize something in the Corpus Christi area or down in the Valley.

Well nobody reported any activity in the Division, so once again here is what I know about from personal experience.

Since I wrote my column for the Summer *Marker Lamp* the San Antonio Model Railroad Association's (SAMRA) 12th Annual Summer Family Train Show was held at the Carmack Event Center. Some improvements were made to the facility itself, and more improvements are expected by January. Division clubs/organizations that I saw in attendance included the New Braunfels Historic Railroad and Modelers Society (NBHRMS), the San Antonio N-Track Association (SANTRAK), and the Texas LEGO Users Group San Antonio (TexLUG SA).

Several South Texas Division clubs made trek to Temple for the 32nd annual CentraMod Show. NBHRRMS and SANTRAK teamed up with AustNtrak and North Texas T-Trak for a large multi-club layout. The Gulf Western Modular Railroad Society (GWMRS) was also there with their large HO scale layout.

The Alamo Model Railroad Engineers' (AMRE) 2014 Train Show was held October 4th & 5th at Freeman Coliseum. Rumor has it that although the number of attendees was down from last year's show in Live Oak, the vendors indicated that sales were up. So I guess those that made it out to the show were buyers. Clubs that I saw exhibiting were SANTRAK, GWMRS, SAGRES, NBHRMS, TexLUG SA, and AustNtrak. My apologies if I inadvertently forgot anybody.

Although it has not happened as I write this, by the time the *Marker Lamp* is published the Texas Transportation Museum (TTM) will have already hosted their annual Halloween SpookTrackUla on Saturday October 18th & 25th.

SANTRAK held 2 successful Open Houses at their Landmark 35 Drive on August 2nd and October 11th. SANTRAK also held 2 public workshops/clinics; Frank Houzvicka's "Behind the Scenes at Miniature Wunderland" on October 25th (an encore of the clinic he presented at the Bluebonnet Limited) and "Deciduous Tree Building" by yours truly on August 23rd.

Now for upcoming events (if you'd like to see yours' here next issue just let me know):

November 15th & 16th will see the Sixth Annual Fall Train Show at the New Braunfels Civic Center, see the NBHRMS web site for details (www.newbraunfelsrailroadmuseum.org). Beginning in 2015 they are moving their shows to early April and late October.

SANTRAK has scheduled a clinic/workshop on November 22nd, Scratch building Structures, by Bill Eubanks from SAMRA.

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

Greetings again from wet North Louisiana.

First off, lets get to the upcoming events. The T & P Depot in Marshall, Texas has a brand new website-Marshalltxdepot.com, stop on by and see what has been going on there. They have a number of plans for the future, Christmas lights, some new displays, and a deal with the Smithsonian. Should be interesting.

On the museum front, the Red River Valley Railroad Historical Society—quite a mouthful! —Also has a number of plans in the works, they have an old "country style" depot that they hope to move to the museum grounds, and are in the process of getting, with the city (Shreveport) for approval to acquire some more land to expand to showcase their collection of cars and other "toys". As I hear more I will keep everyone informed.

Now for the fun stuff, the KCS' Holiday Express. The elves have been hard at work getting ready for the 2014 Edition, and we have 8 of the 21 stops in the LSR !!! And, no I had nothing to do with the schedule. Really.

Date	Day	City	Address
29 Nov	Sat	Pineville, LA	910 Melrose Street
30 Nov	Sun	Monroe, LA	KCS Yard, 600 Desiard
5 Dec	Fri	Vicksburg, MS	Levee Street Station
6 Dec	Sat	Shreveport, LA	KCS Yard, 4500 North Lakeshore Drive, Gate 5
7 Dec	Sun	Wylie, TX	Oak Street Crossing
8 Dec	Mon	Sulphur Springs, TX	Cedar St & Oak Ave
9 Dec	Tue	Pittsburg, TX	Texas Street Crossing Near 105 So Texas Street

10 Dec	Wed	Jefferson, TX	Downtown, near 239 East Austin Street
11 Dec	Thu	Texarkana, TX	KCS Yard, 1000 W 7th
12 Dec	Fri	De Queen, AR	300 Block of East Stilwell

The "official" start time each stop/city/town/village/berg is 4:00PM, but we have been know to start a bit earlier on many occasions, like 3:30…. it depends on the crowd, if we are set up and ready, weather, and last but not least if the Man in Red has made it, we do occasionally have issues there, usually with the Air Traffic Control folks.‼ I plan on doing the Texas leg and a bit north, if my business allows it…it seems my employees want to get paid, and if the boss is gone, there is now one to sign checks.

We have been getting things ready for this years run, so far we "tested" our O-Scale locomotives, we lost 3-too many hours running- and cleaned track on the two "big" layouts, still have the HO and the G ones to go, but they usually are not too bad. We are adding a "new" G Scale bit this year, it won't run, or at least I am planning it not to, but should entertain the "kids". Still have a number of lights to replace and the dusting is unreal! You would think that being "locked" in a sealed boxcar for 8 or 9 months you wouldn't have any issues there, but…. You know the saying "Don't eat yellow snow"; well we have a grayish type of snow…got to work on that! I won't go into the bag stuffing, organizing, cleaning, etc that still has to be done prior to 26 November, lets just say, we will be ready!

Look for me in my "usual" place, one of the "Up Elves", and say hello. Hope to see you then.

On the modeling front, Tom White has made great progress on the HO layout at SciPort here in downtown Shreveport…he even has trains running…still some "dirt" work to do, but it is pretty cool.

The ArkLaTex crew is still planning on doing their two week run in December at the Shriner's Hospital here in Shreveport. This is usually a "fun" time, bring some joy to those kids that can't make it home for the holidays.

Let us not forget the upcoming Longview show, as far as I know it will be in March 2015.

That is all I have, I would like to wish everyone a Merry Christmas and a Happy New Year.

Texas Gulf Division 8

by Jim Lemond

jimlem@verzion.net

LSR President Steve Barkley has asked Ray Byer and myself to fill two vacant positions open in Division 8. Ray Byer has accepted the position of President of Division 8 and I have agreed to serve as Division 8 Director.

I am a professional educator and musician with forty-seven years of experience. My experience includes teaching music and adult ESL from elementary to university levels. I received my first train set in 1947 for Christmas. I changed to HO scale in the middle 1950's and left model railroading in 1960 to attend college. I returned to model railroading in 1998, after my second retirement. In 2005, I began construction of the *Cedartap Railroad* with the very able assistance of Loren Neufeld, MMR. I am a current member of the NMRA, Division 8 and the San Jacinto Model Railroad Club. Several years ago I served as Division 8 President.

Ray and I are committed to reactivating Division 8 in the Lone Star Region. We need Division 8 members to help us reestablish a current mailing list for the Division. Please take a minute to send an email to Jim Lemmond at jimlem@verzion.net with the Subject Line: Division 8. You do not need to add any other text to the email. It is my hope to get as many Division 8 members on an updated mailing list by December. The Division 8 Facebook Page will be updated and active once Ray and I get control of it.

From Ray Byer…..

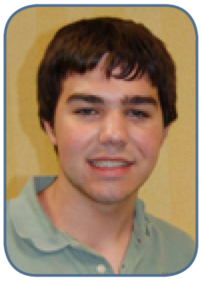
Good Day all Division 8 members, my name is Ray Byer. I have been asked to help with Division 8 again by the President of the Lone Star Region. At a local meeting with a quorum of Division 8 members I was elected Division 8 President. During the next few months, we will be setting up an election of new Board members and working on upcoming events and clinics for next year.

If you have any ideas for meeting areas, times, clinics or other events please e-mail me. My e-mail address is: division8prez@yahoo.com .

Division 8 coming events:

San Jacinto Model Railroad Club Layout Tour – Begins November 1st (sanjac.leoslair.com)
San Jacinto Model Railroad Club Train Show – February 21, 2015
Lone Star Region Convention in Beaumont - June 22 – 25, 2015.
National Narrow Gauge Convention in Houston – September 2 – 5 (Co-sponsored by Div. 8) http://nngc-2015.com/

Chair Reports



Nominations

by Blake Bogs
superchief15@yahoo.com
(713)254-7447

In my spring 2014 government class, my professor reported that on average forty percent of the population votes in the election. During our last elections, only eleven and a half percent of our total membership voted. This is less than thirty percent of the national average. Although many people might consider voting a hassle, your vote matters to us. The only way our officials are elected is with your vote. A perfect example of this is in Division 6. The new director, Kevin Bergman's margin of victory was very small. This shows that your vote and participation really do matter.

The Lone Star Region really focuses around its members. Without its member, what is the Division? It is just a bunch of documents and trains. The members and volunteers make up.

I hope you will consider running for a position in the next election. This year's election is for President, Vice President, Secretary, Treasurer, Division 1 Director, Division 3 Director, Division 5 Director, and Division 7 Director. The cut off for new candidates for the 2015 election is December 1, 2014.

If you have any questions, please email me at superchief15@yahoo.com or call me at 713-254-7447. If I'm available, I will be happy to answer. But if not, leave me a message and I will get back to you as soon as I can.

Thanks again
Blake Bogs,
LSR Nominations Chair

A Special YouTube link from Blake.

Youth Program

by Bob Mangrum, MMR
rmangrum6@hotmail.com
(325) 643-1219

The Youth Membership Program is an excellent way for the members of the LSR to bring new and young members into the NMRA and to become involved in what is truly the "world's greatest hobby.

This is the stated objective of the Youth Membership Program as found in Article VI of the LSR bylaws. The program is designed to sponsor up to nine young people with one year memberships in the NMRA. The total number is determined as one nominee for each division and one nominated by the elected officers and directors at large.

These nominees can originate from nominations by individuals who are members of the various divisions, clubs that are located within the divisions, and/or the division director. The proper form and a short sketch explaining why the candidate should be considered, including comments about the young person's interests and activities in model railroading comprise the application. Please refer to the bylaws for more details. If you have questions, please contact me by e-mail at: rmangrum6@hotmail.com Looking forward to announcing more awards for 2015!

Treasurer

by Donna Orr

dlo-rls@sbcglobal.net

(972)342-8598

Financial Report

For the Second Fiscal Quarter of 2014/2015

Beginning Balance 08/01/2014	
LSR Checking Account	$ 5,775.56
Vanguard CD Fund	$20,357.37
Vanguard Convention Fund	$10,004.70
Total LSR Net Worth	$35,937.63
LSR Proceeds	
Vanguard CD Fund Interest	$ .51
Vanguard Convention Fund Interest	$ .24
NMRA Rebate Program	$ 939.00
Total Proceeds	$ 939.75
LSR Disbursements	
BOD meeting copying	$ 191.94
Election Printing and Mailing	$ 547.44
Total Disbursements	$ 739.38
Net Proceeds/ Disbursements	$ 200.37
Ending Balance 10/31/2014	
LSR Checking Accounts Total	$ 5,775.18
Vanguard CD Fund	$20,357.88
Vanguard Convention Fund	$10,004.94
Total LSR Net Worth	$36,138.00
Not included in Total LSR Net Worth	
Funds for the Bob Clarke Award	$ 570.00

Membership Report

At the beginning of August 2014, the membership was 1028 and at the end of October 2014 the membership was 1021.

Please welcome our new members listed below:

Division 1

Henry Stinson	Fort Worth Tx
Johnnie Harris	Mansfield, Tx
Cameron Wallace	Arlington, Tx

Division 2

Jay Whitehurst	Metairie, La
Don Fos	New Orleans, La

Division 3

Jared Peckham	Commerce, Tx
William Lerosen	Greenville, Tx
Charles Gambulos	Waxahachie, Tx
Ken Brasch	Dallas, Tx

Division 4

Sandra Lewellen	Bryan, Tx
Jan Henry	Bertram, Tx

Division 5

Bob Gillispie	Gruver, Tx

Division 6

John Miller	San Antonio, Tx
Cody Orr	Converse, Tx

Division 8

William Kurak	Sugarland, Tx
Robert Johnson	Humbie, Tx
Frederick Daigle	Houston, Tx
Family Daigle	Houston, Tx
Corey Morgan	Cypress, Tx
James Kelly	Houston, Tx
Tuffy Henderson	Spring, Tx

Pike Ads

Your Pike Ad can be in color! ***Contact Donna Orr at dlo-rls@sbcglobal.net***

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We meet Thursdays 7 to 10PM and the 2nd and 4th Saturdays of the month (10 AM to 4 PM). Business meeting, 1st Thursday of the month. Memberships open. From I-40, take the Lakeside exit (#75). Go north on Lakeside 2.2 miles to U. S. Highway 60. Turn right, go east 3.9 miles east, Turn right on I Ave., look for the yellow building with a red roof.
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SC&W

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Jim Packer
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817-514-7291
E-mail - jim.packer@sbcglobal.net
Website - WWW.NEVADUNRAILROAD.COM

RNDR

SAMRA

San Antonio Model Railroad Association

Located in the Bob Clarke Heritage Rail Museum
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*****

Meetings are 2nd Friday of every month, 7:30pm

*****

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Lackawanna Railroad

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CHURCH LANE — COMMERCIAL ST.
W. J. Zahn
PRES - GEN. MGR.
A. C. Zahn
TREAS. - DINING SUPT.
Tara Dawn Walker
FRT. & PASS. AGENT
Traffic Dept: 270-0702

Next Issue
February 2014

We are empty without you

Deadline for
submissions is
JANUARY 15

The Marker Lamp

submittals and inquiries | rileytriggs@gmail.com